Set	Items	Description
S1	1034618	RATE OR RATES OR RATED OR RATING OR RANK??? OR GRAD??? OR EVALUAT? OR APPRAIS?
S2	1711430	AUTOMOBILE? OR AUTOMOTIVE OR AUTO OR AUTOS OR VEHICLE? OR CAR OR CARS OR TRUCK? ? OR PICKUP? ? OR VAN OR VANS
S3	672950	CRAFTSMANSHIP OR WORKMANSHIP OR QUALITY
S4	70572	S1 AND S2
S5	2268	S4 AND S3
S6	1276096	IDENTIFY? OR IDENTIFYING OR DETERMIN??? OR FIND??? OR RECOGNIZ???
S7	3223819	ISSUE? ? OR PROBLEM? ? OR CONCERN? ? OR CORRECTIVE()ACTION? ? OR GAPS
S8	187477	S6 AND S7
S9	51	S5 AND S8
S10	27	(ACTUAL OR TARGET OR STRETCH)()(RATING? OR GOAL? ?)
S11	1	S9 AND S10
S12	3	S9 AND IC=G06F-017/60
S13	4	S9 AND IC=G06F?

File 350:Derwent WPIX 1963-2005/UD,UM &UP=200566
(c) 2005 Thomson Derwent
File 344:Chinese Patents Abs Aug 1985-2005/May
(c) 2005 European Patent Office
File 347:JAPIO Nov 1976-2005/Jun(Updated 051004)
(c) 2005 JPO & JAPIO

13/5/1 (Item 1 from file: 350)
DIALOG(R)File 350:Derwent WPIX

015704007 **Image available**
WPI Acc No: 2003-766200/200372
XRPX Acc No: N03-613699
Railroad cab signal quality **detection system for use in connection with railroad cab signaling system, has** quality **analysis subsystem that** evaluates **measured cab signal parameter to** determine **measure of** quality **of cab signal parameter**
Patent Assignee: GENERAL ELECTRIC CO (GENE)
Inventor: JOHNSON J H
Number of Countries: 100 Number of Patents: 006
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
US 20030158637	A1	20030821	US 2002357619	P	20020215	200372	B
			US 2002294261	A	20021113		
WO 200370536	A1	20030828	WO 2003US582	A	20030109	200372	
AU 2003207490	A1	20030909	AU 2003207490	A	20030109	200427	
US 6763290	B2	20040713	US 2002357619	P	20020215	200446	
			US 2002294261	A	20021113		
BR 200307828	A	20041214	BR 20037828	A	20030109	200510	
			WO 2003US582	A	20030109		
MX 2004007888	A1	20050101	WO 2003US582	A	20030109	200564	
			MX 20047888	A	20040813		

Priority Applications (No Type Date): US 2002357619 P 20020215; US 2002294261 A 20021113
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
US 20030158637	A1		13	G06F-017/00	Provisional application US 2002357619

WO 200370536 A1 E B61L-003/24
Designated States (National): AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SD SE SG SK SL TJ TM TN TR TT TZ UA UG UZ VN YU ZA ZM ZW
Designated States (Regional): AT BE BG CH CY CZ DE DK EA EE ES FI FR GB GH GM GR HU IE IT KE LS LU MC MW MZ NL OA PT SD SE SI SK SL SZ TR TZ UG ZM ZW

AU 2003207490	A1	B61L-003/24	Based on patent WO 200370536
US 6763290	B2	G06F-017/00	Provisional application US 2002357619
BR 200307828	A	B61L-003/24	Based on patent WO 200370536
MX 2004007888	A1	B61L-003/24	Based on patent WO 200370536

Abstract (Basic): US 20030158637 A1
NOVELTY - The system (300) has signal detectors (112,114) for sensing the status signal transmitted via a railroad rail. A signal measuring subsystem (310) is associated with the signal detectors for measuring cab signal parameter. A **quality** analysis subsystem (312) **evaluates** the measured cab signal parameter to **determine** a measure of **quality** of the cab signal parameter.
DETAILED DESCRIPTION - INDEPENDENT CLAIMS are included for the following:
(a) Railroad cab signal **quality** collecting and reporting system;
(b) Locomotive system using the railroad cab signal **quality** collecting and reporting system;
(c) Railroad cab signaling system; and
(d) **Quality** monitoring method.

USE - For use in connection with railroad cab signaling system. For detecting and reporting incorrect operation of cab signal track circuits.

ADVANTAGE - Improves rail operations efficiency. Suppresses duplicate repair orders for a given track circuit or **vehicle** until previously **issued** repair orders have been complete, or suppresses or ignores **quality** reports from **vehicles** that have failures in their on-board cab signal equipment or operations equipment to effectively manage the reporting process.

DESCRIPTION OF DRAWING(S) - The figure shows the block diagram of the railroad cab signal **quality** detection system.

Signal detectors (112,114)

Railroad cab signal **quality** detection system (300)

Signal measuring subsystem (310)

Quality analysis subsystem (312)

pp; 13 DwgNo 3/4

Title Terms: RAILWAY; CAB; SIGNAL; **QUALITY** ; DETECT; SYSTEM; CONNECT; RAILWAY; CAB; SYSTEM; **QUALITY** ; ANALYSE; SUBSYSTEM; **EVALUATE** ; MEASURE; CAB; SIGNAL; PARAMETER; **DETERMINE** ; MEASURE; **QUALITY** ; CAB; SIGNAL; PARAMETER

Derwent Class: Q21; X23

International Patent Class (Main): B61L-003/24; **G06F-017/00**

File Segment: EPI; EngPI

13/5/2 (Item 2 from file: 350)

DIALOG(R)File 350:Derwent WPIX

015341055 **Image available**

WPI Acc No: 2003-401993/200338

XRPX Acc No: N03-320621

Vehicle craftsmanship rating **system, receives customer data relating to** vehicle craftsmanship **and identifies** craftsmanship issues **to resolve difference between actual and target ratings**

Patent Assignee: GIETZEN D (GIET-I); GRANT B S (GRAN-I); PERICAK D (PERI-I) ; WRIGHT R (WRIG-I)

Inventor: GIETZEN D; GRANT B S; PERICAK D; WRIGHT R

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
US 20030033189	A1	20030213	US 2001682250	A	20010809	200338	B

Priority Applications (No Type Date): US 2001682250 A 20010809

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
US 20030033189	A1		14	G06F-017/60	

Abstract (Basic): US 20030033189 A1

NOVELTY - A computer receives customer data relating to **vehicle craftsmanship** and builds a component database using the collected data. The **vehicle** is **rated** for **craftsmanship** , based on the stored data to obtain actual **rating** and to set target **rating** . **Craftsmanship issues** to resolve the difference between the actual and the target **rating** , are identified to **determine** whether the identified **issues** will resolve the gap.

DETAILED DESCRIPTION - An INDEPENDENT CLAIM is also included for **vehicle craftsmanship rating** method.

USE - For capturing **rating craftsmanship** of a **vehicle** .

ADVANTAGE - Provides an efficient web based tool of capturing,

organizing and using customer data to develop a **rating** system for **vehicles** . Thereby allows a **vehicle** manufacturer to **evaluate** their **vehicles** , accurately.
DESCRIPTION OF DRAWING(S) - The figure shows the flowchart of **vehicles craftsmanship rating** process.
pp; 14 DwgNo 2/9
Title Terms: **VEHICLE** ; **RATING** ; SYSTEM; RECEIVE; CUSTOMER; DATA; RELATED; **VEHICLE** ; **IDENTIFY** ; **ISSUE** ; RESOLUTION; DIFFER; ACTUAL; TARGET; **RATING**
Derwent Class: T01; X22
International Patent Class (Main): **G06F-017/60**
File Segment: EPI

13/5/3 (Item 1 from file: 347)
DIALOG(R)File 347:JAPIO

07981543 **Image available**
VEHICLE EVALUATION /ASSESSMENT SYSTEM AND **EVALUATION** TABLE

PUB. NO.: 2004-094302 [JP 2004094302 A]
PUBLISHED: March 25, 2004 (20040325)
INVENTOR(s): NAGAKUBO TOMOKATSU
MIYATA HIROSHI
NONAKA KAZUHISA
KANEDA TOKUMORI
APPLICANT(s): AUCNET INSPECTION SERVICE INC
APPL. NO.: 2002-250604 [JP 2002250604]
FILED: August 29, 2002 (20020829)
INTL CLASS: **G06F-017/60**

ABSTRACT

PROBLEM TO BE SOLVED: To provide a **quality evaluation** system used as a reference in auctioning or purchasing a **vehicle** (a used **car**) and espe cially to provide a **vehicle quality evaluation** system centrally manag ed by a management server connected via a network.
SOLUTION: This **vehicle evaluation** /assessment system **finds** a comprehensive **evaluation** of the **vehicle** by using elapsed months and a mileage after registering the **vehicle** as a first **evaluation** element, the exterior **evaluation** of the **vehicle** as a second **evaluation** element, and the interior trim **evaluation** of the **vehicle** as a third **evaluation** element. The exterior and the interior trim **evaluations** are characterized in applying **evaluation** points by the present states of the **vehicle** irrelevant to the elapsed months, the mileage, presence/absence of an accident, and affirmative/negative of panel exchange.

13/5/4 (Item 2 from file: 347)
DIALOG(R)File 347:JAPIO

05597757 **Image available**
METHOD AND SYSTEM FOR PARKING LOT GUIDANCE

PUB. NO.: 09-212557 [JP 9212557 A]
PUBLISHED: August 15, 1997 (19970815)

INVENTOR(s): SHIOZAWA SHOZO
INOUE HARUKI
NAKAMURA KENICHI
YOSHIDA HIDEO
MIZUTANI MAYUMI
JINGUJI TAKESHI
YAHIRO MASAKAZU
YOKOTA TAKAYOSHI
APPLICANT(s): HITACHI LTD [000510] (A Japanese Company or Corporation), JP (Japan)
HITACHI ENG CO LTD [323361] (A Japanese Company or Corporation), JP (Japan)
APPL. NO.: 08-020938 [JP 9620938]
FILED: February 07, 1996 (19960207)
INTL CLASS: [6] **G06F-017/60** ; G08G-001/00; G08G-001/09; G08G-001/14
JAPIO CLASS: 45.4 (INFORMATION PROCESSING -- Computer Applications); 44.9 (COMMUNICATION -- Other)

ABSTRACT

PROBLEM TO BE SOLVED: To prevent a local increase in traffic volume, break up **vehicles** to respective parking lots and level their parking states, and improve the operation **rates** of the parking lots by analyzing the destination of a **vehicle** , predicting the traffic state, and **finding** an **evaluated** value for a parking lot recommendation plan.

SOLUTION: The traffic state such as current traffic volume, occupation **rate** , etc., measured by traffic state measuring sensors such as a sensor head 1 and an optical **vehicle** sensor 2, traffic information such as the identifier of a **vehicle** present in a route, and parking lot information on the identifier of a parking lot that can be recommended to each **vehicle** , a vacant number, etc., are inputted. According to the inputted traffic state, a parking lot recommendation plan means 9 estimates and grasps the traffic states of all routes and generates an initial parking lot recommendation plan. Genetic algorithm is employed to generate the parking lot recommendation plan at a speed which causes no hindrance to the operation. Plural plans which is the same as the initial parking lot recommendation plan are prepared and while genetic operation such as genetically delicate changes is performed, the **quality** of the parking lot recommendation plan is improved so as to satisfy a specific target function.

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Set     Items   Description
S1        439   AU=(GRANT, B? OR GRANT B?)
S2         10   AU=(GIETZEN, D? OR GIETZEN D?)
S3          1   AU=(PERICAK, D? OR PERICAK D?)
S4       5624   AU=(WRIGHT, R? OR WRIGHT R?)
S5          0   S1 AND S2 AND S3 AND S4
S6       6074   S1:S4
S7        382   S6 AND (AUTOMOBILE? OR AUTOMOTIVE OR AUTO OR AUTOS OR VEHI-
            CLE? OR CAR OR CARS OR TRUCK? ? OR PICKUP? ? OR VAN OR VANS)
S8        313   RD (unique items)
S9         40   S8 AND (CRAFTSMANSHIP OR WORKMANSHIP OR QUALITY)
File   2:INSPEC 1969-2005/Oct W2
         (c) 2005 Institution of Electrical Engineers
File  35:Dissertation Abs Online 1861-2005/Sep
         (c) 2005 ProQuest Info&Learning
File  65:Inside Conferences 1993-2005/Oct W3
         (c) 2005 BLDSC all rts. reserv.
File  99:Wilson Appl. Sci & Tech Abs 1983-2005/Sep
         (c) 2005 The HW Wilson Co.
File 474:New York Times Abs 1969-2005/Oct 16
         (c) 2005 The New York Times
File 475:Wall Street Journal Abs 1973-2005/Oct 14
         (c) 2005 The New York Times
File 583:Gale Group Globalbase(TM) 1986-2002/Dec 13
         (c) 2002 The Gale Group
File   8:Ei Compendex(R) 1970-2005/Oct W2
         (c) 2005 Elsevier Eng.  Info. Inc.
File  63:Transport Res(TRIS) 1970-2005/Aug
         (c) fmt only 2005 Dialog
File  81:MIRA - Motor Industry Research 2001-2005/Aug
          (c) 2005 MIRA Ltd.
File  15:ABI/Inform(R) 1971-2005/Oct 17
         (c) 2005 ProQuest Info&Learning
File  20:Dialog Global Reporter 1997-2005/Oct 17
         (c) 2005 Dialog
File 610:Business Wire 1999-2005/Oct 17
         (c) 2005 Business Wire.
File 810:Business Wire 1986-1999/Feb 28
         (c) 1999 Business Wire
File 476:Financial Times Fulltext 1982-2005/Oct 17
         (c) 2005 Financial Times Ltd
File 613:PR Newswire 1999-2005/Oct 17
         (c) 2005 PR Newswire Association Inc
File 813:PR Newswire 1987-1999/Apr 30
         (c) 1999 PR Newswire Association Inc
File 634:San Jose Mercury  Jun 1985-2005/Oct 14
         (c) 2005 San Jose Mercury News
File 624:McGraw-Hill Publications 1985-2005/Oct 17
         (c) 2005 McGraw-Hill Co. Inc
File   9:Business & Industry(R) Jul/1994-2005/Oct 14
         (c) 2005  The Gale Group
File 275:Gale Group Computer DB(TM) 1983-2005/Oct 14
         (c) 2005 The Gale Group
File 621:Gale Group New Prod.Annou.(R) 1985-2005/Oct 17
         (c) 2005 The Gale Group
File 636:Gale Group Newsletter DB(TM) 1987-2005/Oct 14
         (c) 2005 The Gale Group
File  16:Gale Group PROMT(R) 1990-2005/Oct 14
         (c) 2005 The Gale Group
File 160:Gale Group PROMT(R) 1972-1989
         (c) 1999 The Gale Group
```

File 148:GaLOGOFF HOLDle Group Trade & Industry DB 1976-2005/Oct 17
(c)2005 The Gale Group
File 256:TecInfoSource 82-2005/Nov
(c) 2005 Info.Sources Inc

9/3,K/21 (Item 15 from file: 15)
DIALOG(R)File 15:ABI/Inform(R)

00887424 95-36816
Putting V.34 to work
Wright, Ray
Telecommunications (International Edition) v28n7 PP: 57-58 Jul 1994
JRNL CODE: TIE
WORD COUNT: 1418

Wright, Ray
...TEXT: produced variable results. However, the higher speeds available from Fast and V.34 modems improve **quality** and use significantly and make applications such as remote security/surveillance and real estate prospecting...government mandates are increasing the use of telecommuting. For example, in a bid to reduce **automobile** -generated smog, the State of California has mandated specific reductions in the number of workers...

9/3,K/24 (Item 18 from file: 15)
DIALOG(R)File 15:ABI/Inform(R)

00627807 92-42747
Crowding the Market Place: Communications Giant AT&T Seeks Niche in Video and Cellular Phones
Grant, Barry
Business Mexico v2n7 PP: 22-23 Jul 1992
ISSN: 0187-1455 JRNL CODE: BUM
WORD COUNT: 987

Grant, Barry

...ABSTRACT: of AT&T says that the company's goal is to become the leader in **quality** and technology in the cellular phone market throughout North America. AT&T plans to introduce...

...1992. The company's line of cellular phones includes a compact portable phone, a mobile **car** phone, and a state-of-the-art videophone. The videophone is the most exciting of...
...TEXT: the market with cellular and video telephones.

"Our goal is to become the leader in **quality** and technology in the cellular phone market throughout the American continent," says Gary Genaw, director...

...year. AT&T's line of cellular phones includes a compact portable phone, a mobile **car** phone and a state-of-the-art videophone.

The videophone is the most exciting of...

...that our products are easy to use and have been built to meet the high **quality** standards the public demands," says Michael Hughes, sales director for AT&T consumer products in...

9/TI,AU/1 (Item 1 from file: 474)
DIALOG(R)File 474:(c) 2005 The New York Times. All rts. reserv.

(Mazda Motors of Amer gen mgr C R Brown says confusion over Environmental Protection Agency (EPA) and Transportation Dept fuel-econ tests cost co about 4,000 sales in Jan. GM, in wake of EPA test, says it is delaying production of rotary engine cars **because of problems with fuel econ and emissions. Mazda sales have fallen below 10,000 level in all but 1 mo since EPA issued its first test results in May '73. Tests for '74 models released in Sept indicate that rotary engine is inefficient power plant in comparison with traditional piston engine. 3 Mazdas tested got about 10.8 Mi per gallon.Mazda contends that EPA tests were designed to measure emissions and were conducted with dynamometer that involved no actual driving. Says Mazdas got 17.21 to 22.73 mi per gallon in Transportation Dept tests. EPA official Eric O Stork comments. Illus of Mazda dealer and customers in Elmhurst, Ill, showroom (L).)**
WRIGHT, ROBERT A

9/TI,AU/2 (Item 1 from file: 8)0
DIALOG(R)File 8:(c) 2005 Elsevier Eng. Info. Inc. All rts. reserv.

Title: PERFORMANCE AUDITS OF EPA PROTOCOL GASES AND INSPECTION AND MAINTENANCE CALIBRATION GASES.
Author: **Wright, Robert S.** ; Tew, Edward L.; von Lehmden, Darryl J.; Barnard, William F.; Decker, Clifford E.

9/TI,AU/3 (Item 1 from file: 63)
DIALOG(R)File 63:(c) fmt only 2005 Dialog. All rts. reserv.

TITLE: MARYLAND MTA'S SMART MOBILITY DEMONSTRATION PROJECT
AUTHOR(S): Joshi, A; **Wright, R**

9/TI,AU/4 (Item 2 from file: 63)
DIALOG(R)File 63:(c) fmt only 2005 Dialog. All rts. reserv.

TITLE: MODELING SODIUM AND CHLORIDE IN SURFAE STREAMS DURING BASE FLOWS
AUTHOR(S): Runge, I; **Wright, RM** ; Urish, DW

9/TI,AU/5 (Item 3 from file: 63)
DIALOG(R)File 63:(c) fmt only 2005 Dialog. All rts. reserv.

TITLE: MACROPHYTE GROWTH IN SHALLOW STREAMS: BIOMASS MODEL
AUTHOR(S): **Wright, RM** ; McDonnell, AJ

9/TI,AU/6 (Item 4 from file: 63)
DIALOG(R)File 63:(c) fmt only 2005 Dialog. All rts. reserv.

TITLE: MACROPHYTE GROWTH IN SHALLOW STREAMS: FIELD INVESTIGATIONS
AUTHOR(S): **Wright, RM** ; McDonnell, AJ

9/TI,AU/7 (Item 1 from file: 15)
DIALOG(R)File 15:(c) 2005 ProQuest Info&Learning. All rts. reserv.

AVOID THE BREAKING POINT
Wright, Richard B

9/TI,AU/8 (Item 2 from file: 15)

An international market entry model for pharmaceutical companies: A conceptual framework for strategic decisions
Javalgi, Rajshekhar G; **Wright, Robert F**

9/TI,AU/9 (Item 3 from file: 15)

Fraud after Roskill: A view from the serious fraud office
Wright, Rosalind

9/TI,AU/10 (Item 4 from file: 15)

A storehouse of solutions
Levine, Ron; Ferrarini, Elizabeth M; Ortegon, Genevieve; **Wright, Robert**

9/TI,AU/11 (Item 5 from file: 15)

Standardized poverty measurement
Wright, Robert E.

9/TI,AU/12 (Item 6 from file: 15)

Once more into the bramble bush: Duty, causal contribution, and the extent of legal responsibility
Wright, Richard W

9/TI,AU/13 (Item 7 from file: 15)

Will globalization make you happy?
Wright, Robert

9/TI,AU/14 (Item 8 from file: 15)

Estimating the benefits of agri-environmental policy: Econometric issues in open-ended contingent valuation studies
Alvarez-Farizo, Begona; Hanley, Nick; **Wright, Robert E** ; Macmillan, Douglas

9/TI,AU/15 (Item 9 from file: 15)

In strictest confidence?
Wright, Richard

9/TI,AU/16 (Item 10 from file: 15)

Financial institutions - Czech Republic
Hawkins, Paula; **Wright, Rupert**

9/TI,AU/17 (Item 11 from file: 15)

Forging sustainable alliances in a new economy
Wright, Ruth

9/TI,AU/18 (Item 12 from file: 15)

Urban form and climate - Case study, Toronto
Bosselmann, Peter; Arens, Edward; Dunker, Klaus; **Wright, Robert**

9/TI,AU/19 (Item 13 from file: 15)

Head for the rising sun
Wright, Richard W

9/TI,AU/20 (Item 14 from file: 15)

Deals of the year
Wright, Rupert ; Kelsey, Robert; Bell, Jonathan; Lonergan, Eric

9/TI,AU/21 (Item 15 from file: 15)

Putting V.34 to work
Wright, Ray

9/TI,AU/22 (Item 16 from file: 15)

Making the job fit the banker
Wright, Richard

9/TI,AU/23 (Item 17 from file: 15)

The Alternative Agenda: An Interview with Bob White
Wright, Ruth

9/TI,AU/24 (Item 18 from file: 15)
DIALOG(R)File 15:(c) 2005 ProQuest Info&Learning. All rts. reserv.

Crowding the Market Place: Communications Giant AT&T Seeks Niche in Video and Cellular Phones
Grant, Barry

9/TI,AU/25 (Item 19 from file: 15)
DIALOG(R)File 15:(c) 2005 ProQuest Info&Learning. All rts. reserv.

Closing In on Performance
Wright, Richard A.

9/TI,AU/26 (Item 1 from file: 275)
DIALOG(R)File 275:(c) 2005 The Gale Group. All rts. reserv.

Store This! -- VARBusiness' Exclusive Storage Partner Programs Review.
Wright, Rob ; Lelii, Sonia R

9/TI,AU/27 (Item 2 from file: 275)
DIALOG(R)File 275:(c) 2005 The Gale Group. All rts. reserv.

Can You Trust Dell? -- Many VARs are flocking to Dell, but the PC company is testing their loyalty with its ambivalent attitude toward the channel.
Wright, Rob

9/TI,AU/28 (Item 3 from file: 275)
DIALOG(R)File 275:(c) 2005 The Gale Group. All rts. reserv.

Siebel in the crosshair -- Rivals aim to oust CRM king by capitalizing on weak spots.(Company Operations)
Wright, Rob

9/TI,AU/29 (Item 1 from file: 16)
DIALOG(R)File 16:(c) 2005 The Gale Group. All rts. reserv.

Planning is key to cutting environmental costs
Grant, Bob

9/TI,AU/30 (Item 1 from file: 148)
DIALOG(R)File 148:(c)2005 The Gale Group. All rts. reserv.

Move to charge heavy vehicles **entering M25 low emission zone.(NATIONAL NEWS)**
Wright, Robert

9/TI,AU/31 (Item 2 from file: 148)
DIALOG(R)File 148:(c)2005 The Gale Group. All rts. reserv.

The Best In Class -- Remarkable ways in which Samsung wins VARs' praise.
Wright, Rob

9/TI,AU/32 (Item 3 from file: 148)
DIALOG(R)File 148:(c)2005 The Gale Group. All rts. reserv.

Voodoo Magic: Cash In On Gaming -- Systems builder extends reach with mobile technology.
Wright, Rob

9/TI,AU/33 (Item 4 from file: 148)
DIALOG(R)File 148:(c)2005 The Gale Group. All rts. reserv.

Made in USA means quality **: when it comes to hand tools, skilled tradesmen and high** quality **standards make a difference. (** Quality **Standards).**
Wright, Richard B.

9/TI,AU/34 (Item 5 from file: 148)
DIALOG(R)File 148:(c)2005 The Gale Group. All rts. reserv.

Why we need ISO 9000.
Wright, Richard B.

9/TI,AU/35 (Item 6 from file: 148)
DIALOG(R)File 148:(c)2005 The Gale Group. All rts. reserv.

Antibiotic therapy: how to make outpatient IV therapy effective - and cost-effective.
Wright, Richard A.

9/TI,AU/36 (Item 7 from file: 148)
DIALOG(R)File 148:(c)2005 The Gale Group. All rts. reserv.

Brazil.(Supplement: Latin Equities - 1995)
Wright, Roger

9/TI,AU/37 (Item 8 from file: 148)
DIALOG(R)File 148:(c)2005 The Gale Group. All rts. reserv.

Vested Interests. (employee wellness programs)(includes related articles describing three programs in hospitals)
Sherer, Jill L.; **Grant, Brenda** ; Mangone, Carol; Thompson, Barbara A

9/TI,AU/38 (Item 9 from file: 148)
DIALOG(R)File 148:(c)2005 The Gale Group. All rts. reserv.

Wage pressures accelerate; tension rises. (Canadian economic conditions)
Wright, Ruth

9/TI,AU/39 (Item 10 from file: 148)
DIALOG(R)File 148:(c)2005 The Gale Group. All rts. reserv.

TexLib: a Texas library of online business research data.
Vrenios, Alex; **Wright, Rita**

Set	Items	Description
S1	118	AU=(GRANT, B? OR GRANT B?)
S2	33	AU=(GIETZEN, D? OR GIETZEN D?)
S3	1	AU=(PERICAK, D? OR PERICAK D?)
S4	763	AU=(WRIGHT, R? OR WRIGHT R?)
S5	1	S1 AND S2 AND S3 AND S4
S6	901	S1:S4
S7	11	S6 AND IC=G06F-017/60

File 350:Derwent WPIX 1963-2005/UD,UM &UP=200566
(c) 2005 Thomson Derwent
File 344:Chinese Patents Abs Aug 1985-2005/May
(c) 2005 European Patent Office
File 347:JAPIO Nov 1976-2005/Jun(Updated 051004)
(c) 2005 JPO & JAPIO
File 348:EUROPEAN PATENTS 1978-2005/Oct W02
(c) 2005 European Patent Office
File 349:PCT FULLTEXT 1979-2005/UB=20051013,UT=20051006
(c) 2005 WIPO/Univentio

7/TI,AU/1 (Item 1 from file: 350)

High price ticket purchase inducing method in multipriced shared lottery, involves establishing price distributions between primary and secondary price categories according to variable ratio
Inventor: **WRIGHT R J**

7/TI,AU/2 (Item 2 from file: 350)

Technician work e.g. telecommunication network assignment, productivity measuring system, has web server displaying to-do lists, where technician selects item whose indication is stored in activities table in database
Inventor: RAYMOND C E; THACKER T D; **WRIGHT R H**

7/TI,AU/3 (Item 3 from file: 350)

Drinks e.g. beer, serving method for use in drinks bar, involves reproducing image of selected person on glass by printing when drink is **dispensed into glass, and presenting glass with drink to selected person**
Inventor: ANDERSON I W; BOX W G; FOSTER P T; GALT R J; MOLZAHN S W; QUAIN D E; SMITH S P; WRIGHT A R; **WRIGHT R A**

7/TI,AU/4 (Item 4 from file: 350)

Vehicle craftsmanship rating system, receives customer data relating to vehicle craftsmanship and identifies craftsmanship issues to resolve difference between actual and target ratings
Inventor: **GIETZEN D ; GRANT B S ; PERICAK D ; WRIGHT R**

7/TI,AU/5 (Item 5 from file: 350)

Debiting tolls against vehicles travelling on multiple toll road networks, in which tolls incurred in each toll road network is processed by a separate toll collection system
Inventor: **GRANT B J**

7/TI,AU/6 (Item 6 from file: 350)

Putter selling method at golf clubs, involves instructing golfer to mount selected individual weights to bottom of putter head
Inventor: CURRIE K; **WRIGHT R**

7/TI,AU/7 (Item 7 from file: 350)

Credit card transaction method involves decrypting token associated with credit card number of card holder received from merchant to approved

transaction, on satisfying transaction restrictions retrieved from token
Inventor: RUBIN A D; **WRIGHT R N**

7/TI,AU/8 (Item 8 from file: 350)

Secure data transmission for electronic network, involves decrypting encrypted data document transmitted from secondary terminal to server
Inventor: MACOVIAK J A; **WRIGHT R P**

7/TI,AU/9 (Item 9 from file: 350)

E-mail management system using message recipient's preferences - has distributor coupled to WAN for applying user-defined set of rules to electronic message from 1st device at point of arrival of message at WAN
Inventor: BARD R R; FINNEY M S; PAYNTER J W; SNIDER M L; **WRIGHT R S**

7/TI,AU/10 (Item 1 from file: 348)

TOLLING INFORMATION EXCHANGE METHOD AND SYSTEM
PROCEDE ET SYSTEME D'ECHANGE D'INFORMATIONS RELATIVES A LA PERCEPTION DE TAXES DE PEAGE
INVENTOR:
GRANT, Bradley, John , c/- Level 43, Rialto S. Tower, 525 Collins Street , Melbourne, VIC 3000, (AU

7/TI,AU/11 (Item 1 from file: 349)

TOLLING INFORMATION EXCHANGE METHOD AND SYSTEM
PROCEDE ET SYSTEME D'ECHANGE D'INFORMATIONS RELATIVES A LA PERCEPTION DE TAXES DE PEAGE
Patent Applicant/Inventor:
GRANT Bradley John , c/- Level 43, Rialto South Tower, 525 Collins Street, Melbourne, VIC 3000, AU, AU (Residence), AU (Nationality), (Designated only for: US

```
Set     Items   Description
S1        118   AU=(GRANT, B? OR GRANT B?)
S2         33   AU=(GIETZEN, D? OR GIETZEN D?)
S3          1   AU=(PERICAK, D? OR PERICAK D?)
S4        763   AU=(WRIGHT, R? OR WRIGHT R?)
S5          1   S1 AND S2 AND S3 AND S4
File 350:Derwent WPIX 1963-2005/UD,UM &UP=200566
         (c) 2005  Thomson Derwent
File 344:Chinese Patents Abs Aug 1985-2005/May
         (c) 2005 European Patent Office
File 347:JAPIO Nov 1976-2005/Jun(Updated 051004)
         (c) 2005 JPO & JAPIO
File 348:EUROPEAN PATENTS 1978-2005/Oct W02
         (c) 2005 European Patent Office
File 349:PCT FULLTEXT 1979-2005/UB=20051013,UT=20051006
         (c) 2005 WIPO/Univentio
```

5/5/1 (Item 1 from file: 350)
DIALOG(R)File 350:Derwent WPIX

015341055 **Image available**
WPI Acc No: 2003-401993/200338
XRPX Acc No: N03-320621

Vehicle craftsmanship rating system, receives customer data relating to vehicle craftsmanship and identifies craftsmanship issues to resolve difference between actual and target ratings

Patent Assignee: GIETZEN D (GIET-I); GRANT B S (GRAN-I); PERICAK D (PERI-I) ; WRIGHT R (WRIG-I)
Inventor: **GIETZEN D** ; **GRANT B S** ; **PERICAK D** ; **WRIGHT R**
Number of Countries: 001 Number of Patents: 001
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
US 20030033189	A1	20030213	US 2001682250	A	20010809	200338	B

Priority Applications (No Type Date): US 2001682250 A 20010809
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
US 20030033189	A1		14	G06F-017/60	

Abstract (Basic): US 20030033189 A1

NOVELTY - A computer receives customer data relating to vehicle craftsmanship and builds a component database using the collected data. The vehicle is rated for craftsmanship, based on the stored data to obtain actual rating and to set target rating. Craftsmanship issues to resolve the difference between the actual and the target rating, are identified to determine whether the identified issues will resolve the gap.

DETAILED DESCRIPTION - An INDEPENDENT CLAIM is also included for vehicle craftsmanship rating method.

USE - For capturing rating craftsmanship of a vehicle.

ADVANTAGE - Provides an efficient web based tool of capturing, organizing and using customer data to develop a rating system for vehicles. Thereby allows a vehicle manufacturer to evaluate their vehicles, accurately.

DESCRIPTION OF DRAWING(S) - The figure shows the flowchart of vehicles craftsmanship rating process.

pp; 14 DwgNo 2/9

Title Terms: VEHICLE; RATING; SYSTEM; RECEIVE; CUSTOMER; DATA; RELATED; VEHICLE; IDENTIFY; ISSUE; RESOLUTION; DIFFER; ACTUAL; TARGET; RATING
Derwent Class: T01; X22
International Patent Class (Main): G06F-017/60
File Segment: EPI

10/3,K/1 (Item 1 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

01043254 **Image available**
METHOD AND SYSTEM FOR TRACKING AND PROVIDING INCENTIVES AND BEHAVIORAL INFLUENCES RELATED TO MONEY AND TECHNOLOGY
PROCEDE ET SYSTEME DE SUIVI ET D'OCTROI D'INCITATIONS A DES TACHES ET ACTIVITES ET AUTRES DOMAINES DE COMPORTEMENT TOUCHANT A L'ARGENT, AUX INDIVIDUS, A LA TECHNOLOGIE, ET AUTRES VALEURS

Patent Applicant/Inventor:
MARSHALL T Thaddeus, 7 Clover Leaf Court, Medford, NJ 08055, US, US (Residence), US (Nationality)
Legal Representative:
ROSENTHAL Robert E (agent), Duane, Morris LLP, One Liberty Place, Philadelphia, PA 19103, US,

Patent and Priority Information (Country, Number, Date):
Patent: WO 200373236 A2-A3 20030904 (WO 0373236)
Application: WO 2003US5982 20030227 (PCT/WO US03005982)
Priority Application: US 2002360347 20020227; US 2002361794 20020305; US 2002364237 20020313; US 2002364448 20020314; US 2002370518 20020404; US 2002394827 20020709; US 2002403166 20020813; US 2002413270 20020924; US 2002414860 20020930; US 2002416135 20021003; US 2002416288 20021004; US 2002418413 20021015; US 2002421170 20021025; US 2002422042 20021028; US 2002427787 20021119; US 2002429596 20021126; US 2002430542 20021202; US 2002433921 20021216; US 2003439306 20030109
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SD SE SG SK SL TJ TM TN TR TT TZ UA UG UZ VN YU ZA ZM ZW
(EP) AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IT LU MC NL PT SE SI SK TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZM ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 66639

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim
... purposes including, for example, in order to enable consumers such as individuals and groups to **rate** the perforniances of individual characters, to **rate** various programming, to provide feedback regarding the broadcasted content and for other reasons that may...the performances or content that may be displayed on interactive televisions. These assessments may be **determined** by voting and by other means for measuring **quality** of broadcasts, the **quality** of other viewer responses, the legitimacy and/or accuracy of viewer responses and/or based...for such preferred status might include owners of the most recent model of a certain **automobile** , subscribers to certain levels of services, such as telephone services, maintenance plans, insurance plans, and...a selected lifetime of a product, such as four or five years
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for an **automobile** . These methods may be combined or coordinated with other methods described herein.
Celebrity Rewards Programs...offers and rewards that are generated may be incorporated in various ways. It is well **recognized** that certain celebrities maintain clothing lines and other product lines. Consequently, bonus rewards may be...contractual relationships for goods and services of any type including cell phone access, Internet access, **car** loans and other payment relationships wherein there is a desire to influence the timing and...to time and a wide range of other rewards and prizes. [0003191 It should be **recognized** that the more possession of celebrity sponsored goods and services at various times may generate...be made between and among various commercial establishments offline and online that will agree to **recognize** the holder of celebrity payment cards or cell phones or other status that will result...weight. [0003251 hi another variation of the programs described in previous filings and herein, certain **issues** and/or causes may be identified and made available in the program for selection by...of physical location-specific tasks and activities in a system of this type, owners of **vehicles** agree to installation of tracking and detection devises such as GPS, cameras, microphones or other detection equipment on their **vehicles** . The equipment is positioned to detect activity outside the **vehicle** . For example, small video
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cameras may be installed in the front grill of an **automobile** or other location to provide a field of view looking forward from the **automobile** . Any form of small video cameras may be installed in any craft including aircraft, such...Individuals enrolled in the program may be preferably tracked, such as by GPS units in **vehicles** or by other tracking devices on persons, and establish time-sensitive connections with wireless communication...building, facility or artifact to which an alert pertains, or may be requested to direct **vehicles** and other craft toward specified locations or directions at specified times. Individuals may be requested...criminal or terrorist, or the face may be matched manually at any point for system **evaluation** purposes. Points may also be awarded based on the length of time an individual participates of existing fleets of **vehicles** , such as **trucks** and taxi fleets and delivery **vehicle** fleets, may be enrolled as a group in such a program. The incorporation and coordination...the appropriate color illuminated and a time indicator to display when the heightened alert was **issued** , why it was **issued** and what conduct is called for by targeted individuals and groups. [0003331 In any of...area. Rewards for assisting in medical emergencies may be increased if there is a high **rate** of infections in a particular area, for example. Rewards for other activities benefiting the public good, such as blood donations, may be altered depending on the degree of need **determined** by a government agency or other administrator of a program. [000334] Programs of the invention...circumstances, such as security screening, observation of locations, conformity with screening and other security protocols, **quality** control.in manufacturing processes and other businesses, and auditors of businesses including accounting practices, charitable...

...elsewhere. Enrolled persons such as security personnel may be tracked and rewarded with points for **identifying** items that are classified within categories of items that may be deemed ...private entity or an individual were to use a numerical or color-coding system to **identify** different levels of attention as being required or threat of danger posed in a particular...time measurement feature with or without notice so as to exclude particular passengers who are **determined** to require more time for background **evaluations** and who justify a departure from the applicable time-sensitive guidelines that may be in place to **determine**

the number of credits or points to award in the program or the value or ...rewards may be adjusted for a variety of reasons. For example, the Federal goverrinient currently **issues** terrorism alerts with various gradations or levels of severity to indicate the relative degree of... applicable existing or heightened standards during periods of high threat alert levels. An algorithm for **determining** the number of points awarded for **identifying** a particular specified item or categories of items that may include contraband and the current...received on an ongoing basis over time. For example, if a heightened security alert is **issued** as to an attack on one or more particular types of facilities, such as stadiums ...in the shoe of the individual, or knives, then additional points may be awarded for **identifying** contraband of that type during specified periods. Random contraband items may be included by supervisory... occasional system users. Individuals or groups may be surveyed on both the speed and the **quality** of the personal interaction and regarding other criteria. [0003381 In the context of searching for...additional bonus may be offered to an individual, or all members of a team, that **identify** the contraband or other specified items. This use of prior notifications and random selection of...be withheld from the screeners until later so that there is an incentive for high **quality** of service at all times. The screening location may be videotaped, so that the video ...

...the video may also be reviewed on a spot check basis by persons reviewing the **quality** of screening and in conjunction with the determination to award or withhold ...be withheld from the screeners until later so that there is an incentive for high **quality** of service at all times. ...the video may also be reviewed on a spot check basis by persons reviewing the **quality** of screening and in conjunction with the detennination to award or withhold the award of...by participants. For example, professionals in connection with their practices with activities, policies and as **determined** by employers, clients, insurers and others may be rewarded. Conformity with screening practices and procedures...

...and guidelines may be established. For example, attorneys who handle medical malpractice cases may be **evaluated** based on outcomes in cases subject to review, possibly by organizations such as bar associations... embarrassment or criticism of job performance. Incentives may be provided directly to employees to report **problems** and made appropriate suggestions for change. Customers, patients and other observers
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may also be...n ways that may translate into direct or indirect financial incentives, job performance assessments, re- **evaluation** of previously assessed conduct in a retroactive considerationapproach to enable individuals to redeem previous status...

...Reprisals against such lower level employees are discouraged by deducting points and altering existing status, **rank** , position or other current standing. Points may be awarded to the lower level employees depending on the accuracy and **quality** of the suggestion or information and/or a change in the status quo leading up...

10/3,K/2 (Item 2 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00995713 **Image available**
A WARRANTY METHOD AND SYSTEM

SYSTEME ET PROCEDE DE GARANTIE

Patent Applicant/Inventor:
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Legal Representative:
DONAHUE John P Jr (et al) (agent), Woodcock Washburn LLP, One Liberty Place, 46th Floor, Philadelphia, PA 19103, US,

Patent and Priority Information (Country, Number, Date):
Patent: WO 200325710 A2-A3 20030327 (WO 0325710)
Application: WO 2002US29923 20020920 (PCT/WO US0229923)
Priority Application: US 2001323561 20010920
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ
EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR
LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SD SE SG SI
SK SL TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW
(EP) AT BE BG CH CY CZ DE DK EE ES FI FR GB GR IE IT LU MC NL PT SE SK TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZM ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 8157

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim

evaluation data for each claim processed. [00381 Report-generating logic processes reports specific to procedure and physician performance relative to overall procedure statistics. Clinically significant statistical trends are cited for **evaluation** directed to improvement of procedure treatment methods. Significant variations in warranty claims per procedure are cited for program **evaluation** . Significant variations in warranty claims per physician are cited for physician **evaluation** . Physicians with low **rates** of warranty claims might receive lower warranty **rates** or program bonuses. Physicians with high **rates** of warranty claims might receive higher warranty **rates** , might be required to satisfy further training and/or competency criteria, ...warranty program allows physician resources to shift from costly malpractice liability avoidance to concentration on **quality** care through superior outcomes to reduce warranty claims and awards. Successful participation in the warranty for the physician. As mentioned, supra, **quality** of outcome is monitored and physicians operating above the norm could receive further economic incentives...

...physicians access fees for program participation (i.e., making the warranty available to their patients). **Quality** Incentive: The warranty program may institute a **quality** -based incentive program to reward physicians based upon surgical outcomes, claims experience and similar criteria...Marketing Edge: Participation in the program will be limited to physicians who have met strict **quality** control criteria. Accordingly, physicians can market their participation in the program, subject to set standards...with the warranty product. In a typical counseling setting, a patient might request a laser **evaluation** . If the patient meets certain phone criteria (i.e., age, referral status, medical history, phone...

...to screen the patient for inclusion in the warranty program.
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Before undergoing the laser **evaluation** , the patient receives an informational counseling session to discuss the procedure and pricing. A full...a central program controller to enter the patient in the warranty program. Patient data is **evaluated** , screening the patient for litigation profile and program qualification. Patient profiling could occur at a...of a probabilistic process. 100461 Table 3 illustrates one embodiment of variables used to objectively **determine** the level of award for lasik eye surgery. In this embodiment, the levels of award...to obtain objective outcome measurements. If actual outcome is less than expected outcome, the physician **determines** if further treatment or corrective surgery could place the patient closer to expected outcome. A ...further can improve outcome. A board member, or independent advisory expert, examines the patient and **determines** whether an award is the best solution, or in the best interest of the patient. The major objective is the assurance of the highest **quality** of care with awards for untoward outcomes without relying on the present cumbersome and unbalanced...

...illustrates another embodiment of the warranty program, including limited and specific variables used to objectively **determine** the level of award for lasik eye surgery, along with specific restrictions (i.e., requirements) for program qualification, the specific restrictions providing for maximum level of award. It shall be **recognized** , however, that various levels of award are possible and could be offered for any one...does not meet final
goals of patient and physician
. Patients reviewed by Program Board to **evaluate** eligibility
. Patient is eligible to collect only one award
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[00511 Wavefront analysis can be...from the warranty program. Wavefront analysis is a computerized method, which uses microchip arrays to **determine** whether an image projected on the back of the eye is in focus. Wavefront analysis objectively measures resolution of the eye, and can **determine** whether the image projected on the back of the eye includes optical aberrations such as...occurs from other sources including trauma to the eye after the surgery. It shall be **recognized** , however, that further embodiments of the present invention could include awards for any or all...

...include coverage for reduced night vision and complications due to glare. Va--iables used to **determine** eligibility for award could include pre- **determined** results based on one or more ...ability to perform job requirements
3) Post-operative and Pre-operative comparison of night driving **evaluation** (IOWA correlation with Glarometer testing). 4) Post-operative and Pre-operative comparison of Glarometer testing...number of lawsuits occurring after a downturn in the stock market or in new investment **vehicles** . The consumer could draw from a pooled resource if there was an untoward outcome from...could be protected by the warranty program because objective, before and after performance can be **determined** . First, pre-operation limitations are measured. Failure ...such
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use. Naturally, this embodiment of the invention could easily be modified to cover **cars** , motorcycles, boats or other means of conveyance.
General Discussion
[00601 The warranty program is product...present invention promotes

safety in manufacturing by motivating the manufacturer to strive for lower warranty **rates** , as warranty **rates** are **determined** by tracking awards and the reasons behind award payments. In addition, consumers could be provided statistical information compiled by the warranty program regarding **rates** of accident, injury or **problem** related to individual product.
20
[00631 Replacing the inefficiencies (i.e., large percentage of awards... to lowering warranty costs for lower risk manufacturers and service providers. Risk determinations would be **determined** by warranty program statistics. A lower risk classification, as **determined** by the warranty program, ...would provide manufacturers and service providers with an incentive to improve products/services and assure **quality** . A lower risk classification would also serve to distinguish **quality** to potential consumers. [00641 Apparent from the above description of the present invention is that...any situation where objective discriminate variables can be developed, as a measure of outcome or **quality** for a specific event, lends itself to warranty program application. More particularly, products and services...

...apparent to those skilled in the art from the foregoing specification. Accordingly, it will be **recognized** by
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those skilled in the art that changes ...associated with a degree of loss, wherein a warranty purchase creates a
warranty event;
c. **determining** the degree of loss associated with the warranty event; and d. providing the level of award associated with the **determined** degree of loss.

2 The method of claim 1, wherein the level of award is...

10/3,K/3 (Item 3 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

009<u>4</u>3630 **Image available**
NEGOTIATING PLATFORM
PLATE-FORME DE NEGOCIATION
Patent Applicant/Assignee:
DEALIGENCE INC, 30 Old Rudnick Lane, Dover, DE 19901, US, US (Residence), US (Nationality), (For all designated states except: US)
Patent Applicant/Inventor:
SHMUELI Oded, 178 Hapisga Street, 36 001 Nofit, IL, IL (Residence), IL (Nationality), (Designated only for: US)
GOLANY Boaz, 38 Harofe Street, 34 367 Haifa, IL, IL (Residence), IL (Nationality), (Designated only for: US)
SAYEGH Robert, 63 Abas Street, 35 378 Haifa, IL, IL (Residence), IL (Nationality), (Designated only for: US)
SHACHNAI Hadas, 12A Ehud Street, 34 551 Haifa, IL, IL (Residence), IL (Nationality), (Designated only for: US)
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GRADOVITCH Noah, 10 Raul Wallenberg Street, 34 990 Haifa, IL, IL (Residence), IL (Nationality), (Designated only for: US)
YEHEZKEL Benny, 74 Bialik Street, 52 441 Ramat Gan, IL, IL (Residence), IL (Nationality), (Designated only for: US)
Legal Representative:
SHEINBEIN Sol (agent), G.E. Ehrlich (1995) Ltd., c/o Anthony Castorina,

2001 Jefferson Davis Highway, Suite 207, Arlington, VA 22202, US,
Patent and Priority Information (Country, Number, Date):
Patent: WO 200277759 A2-A3 20021003 (WO 0277759)
Application: WO 2002US8293 20020320 (PCT/WO US02008293)
Priority Application: US 2001276952 20010320; US 2001279422 20010329; US 2001287004 20010430; US 2001305073 20010716; US 2001327291 20011009
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ
EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR
LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SD SE SG SI
SK SL TJ TM TN TR TT TZ UA UG US UZ VN YU ZA ZM ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZM ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 91315

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim
... to differences in
standards, trailers of type A can be mounted only mi European made **cars** while trailers of type B can be mounted only on American made **cars** , The relevant coastr@t will be:
Trailerlhook
type = **Car** .hook
@type
The **problem** statement
In a multi-item deal there may be many combinations of items (from a...

...our previous example, we describe. the process assuming that intention I includes two items, a **car** and a trailer. The **car** (respectively, trailer) component in I is a hypothetical **car** (respectively, a hypothetical
trailer). For example, I might be defined by:
Hypothetical **Car** : {Color = red, 1600 < Engine < 3000 cc, 60000 < Price <
120000)
Hypothetical Trailer. (80 < weight < 300, 0...

...0 < capacity <
2.5 ton)
Pre-processing Stage:
We compile a list of potentially feasible **cars** (Cso) by enacting the foliowing query. **Find** the list of **cars** that could possibly unify with the hypothetical **car** in I and for which there exists at least one "matching" trailer (i@ffectively computing a semijoin of trailers into cam, satisfying Ml the relevant GP constraints on **cars** and trailers). Thus, for the example above, any **car** whose color is not red will not enter C We **grade** each **car** in Cso accarding to the highest possible **grade** (least penalty) it could achieve using the seller's GP. For this **grading** we assume that any trailer we may want is available. We sort the list Cso...

...buyer's GP is known,, we compute two similar lists (CBo and TDO for the **cars** and trailers, respectively) using the buyer's GP. It). case the buyer's OP is -not available, wejust consider the relevant trailers as the sernijoin of **cars** into trailcrs. Returning to the example above, this stage. may lead to four lists as demonstrated below.
200
NO, 1 2 12 13
CSO **Car** 17 122 33 177
sku no.
Seller's 25 28 ... 45 48
value
No, 1...

...Seller's 5 1.2 ... 42 49
value
No. I 2 ... 2 1 22
CBO **Car** sku 33 48 ... 167 93
no.
Buyer's 12 16 39 52
value
No. 1...

...The passage from stage I to stage 2 is performed when stage I fails to **identify** a combination that will meet its self-imposed requirements.
Negotiation Stage I
(1) Suppose the...x). We distinguish between "non-negotiable" and "negotiable" athibutes in the catalogs. For a given **car** , attributes such as color and engine size are non-negotiable while price and warranty period...

...above). As we shall see, in this case we may need to work harder at **finding** a combination with the desired properties. Now, the seller needs to perfbrm a sequential scanning of combinations of items from C, and Ti until he either **finds** a valid combination whose value is "close enough to w" or untilhe **finds** that no such combination exists. Offers are generated only for valid combinations of items (**car** -trailerin our example; we assume that **cars**
are more important flian trailers),
0) Order the **cars** in C1 from worst to best in teryns of their value to the buyer, select the first **car** and denote it as Candidate- **Car**
(ii) Order the trailers in T, from worst to best in terms of their valuc...

...first trailer and denote it as Candidate-Trailer
(w) Assign the values of both Candidate. **Car** and Candidate-Tar into the GP of L If the GP is fbasible and its...

...the Candidate-Trailer and
return to (W)
(v) If Ti was exhausted, make the next, **car** in C1 the Candidate- **Car** and refurn to (ii)
(Vi) if C, was exhausted, move to stage 2 of the...

...needs to backtrack one step to the -previous instance of stage I There, instead of **finding** the FIRST combination that mects his self-imposed restrictions, he needs to perform an exhaustive scan to - **find** ALL such combinations. We naturafly assuine that this will be a fairly small nwnber since in the next iteration NO such combination was found. After **finding** all the combinations that meet the requirements, the seller either di@plicates I according to each **car** -trailer combination or

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formulates a single integer-prograinnuing GP model (see the explanation for...oil drilling. In this example each agent performs some tests to assess the amount and **quality** of oil in the ground, Clearly, having the results of all tests refine ones own...

...consider- Of course, the lowest bidder wins here and Max is replaced by Min
in **determining** the deal Is actual price,
Multi-dimensional Second Price Auction
If the only detail yet...
...is not the case when we have multi-diniensional deals (i.e., deals that are **evaluated** based on parameters that are not necessarily price), In this case we denote a party...

...observe the following: we no longer refer here to buyer or seller as each party **evaluates** the deal according to his function (this provides a uniform treatment for auctions, reverse auctions...to off@r a smaller value - possibly even g'(b The auctioneer will have no **problem** in accepting such an offer, which goes beyond what is generally accepted out of a...

...in !be regular sense), This is equivalent to existing bids in which the agent who **issued** . the deal states that he is not obliged to select the chc4pest
210
of
.Fer...

...etc.).
5) The system allows bidders to operate manually. In this case their bids are **evaluated** by the auctioneer and in case of Winning a bidder needs provide an offer that...soft" approach towards the bidders), the decrease may depend on external parameters, etc. At any
rate , given a new value gl(b
that was computed through theproffle data, the
auctioneer needs...

...it is feasible, it will be announced to the bidders. If not, the program will **find** the closest value g'(x*) that is possible. It will do it first by solving...

...213
Given a value function g'(b) stated by the auctioneer, a bidder has to **determine** if he stays in the auction. Thiq is **determined** by computing a vector of decision vafiables x that satisfies the auctioneer's current requirement...

...GPD
GPA
The bidder's profile allows him to choose one of four approaches to **determine** whether to stay in the auction in I ight of the optimal valueftx *) that
was...

10/3,K/4 (Item 4 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00942062 **Image available**

DIGITAL OPTIONS HAVING DEMAND-BASED, ADJUSTABLE RETURNS, AND TRADING EXCHANGE THEREFOR

OPTIONS NUMERIQUES COMPORTANT DES RETOURS AJUSTABLES A BASE DE DEMANDE ET BOURSE D'ECHANGE A CET EFFET

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Patent and Priority Information (Country, Number, Date):
Patent: WO 200274047 A2-A3 20020926 (WO 0274047)
Application: WO 2002US7480 20020311 (PCT/WO US0207480)
Priority Application: US 2001809025 20010316
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SD SE SG SI SK SL TJ TM TN TR TT TZ UA UG UZ VN YU ZA ZM ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZM ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 85860

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim

... index fund money managers often have a fundamental view as to whether indices of high **quality** fixed income securities will outperform major equity indices. Such opinions normally are contained within a...be constructed on credit events, such as the event that one of the major credit **rating** agencies (e.g., Standard and Poor's, Moodys) changes the **rating** for some or all of a corporation's outstanding securities. Indicative returns at the outset...

...oriented to a credit event can readily be constructed from publicly available data ftom the **rating** agencies themselves. For example, Table 3 7-1 contains indicative returns for an assumed group...

...contingent claims based on the event that a corporation's Standard and Poor's credit **rating** for a given security will change over a certain period of time. In this example...

...Claims with 1 %
Transaction Fee
Current To New Historical Invested in State Indicative Return to
Rating **Rating** ProbabilitZ State
A- AAA 0.0016 160sOOO 617.75
A- AA+ 0.0004 40,000...

...risk. For example, in this Example, if a trader has significant exposure to the A- **rated** bond **issue** described above, the trader could want 1 5 to hedge the event corresponding to a...

...s. For example, this trader may be particularly concerned about a downgrade corresponding to an **issuer** default or "D" **rating** . The empirical probabilities suggest a payout of approximately $1,237 for each dollar invested in that state. If this trader has $100,000,000 of the corporate **issue** in his portfolio and a recovery of ratio of 0.3 can be expected in...

...hedge inflation risk by trading in bond futures or, where they exist, inflation-protected floating **rate** bonds. A group of DBAR contingent claims can readily be constructed to allow 5 traders to express expectations about the distribution of uncertain economic statistics measuring, for example, the **rate** of inflation or other relevant variables. The following
information describes such a group of claims...group of such claims is as follows:
Real Asset Index: Colliers ABR Manhattan Office Rent **Rates**
Bloomberg Ticker: COLAMANR
Update Frequency: Monthly
20 Source: Colliers A-BR, Inc.
Announcement Date: 7...be constructed using the methods 5 and systems of the present invention to provide hedging **vehicles** on non-tradable quantities of great economic significance within the supply chain of a given...
...market capitalization. The mortgage market is generally understood to be subject not only to interest **rate** risk but also to the risk that borrowers will exercise options to refinance their mortgages...

...that he will be 1 5 "called" out of his position when the mortgage interest **rate** levels are declining. This risk cannot readily be hedged directly in existing markets. This risk...and methods of the present invention can also be adapted by a financial intermediary or **issuer** for the issuance of securities such as bonds, common or preferred stock, or other types...

...possible values for hurricane losses over some time period for some 1 5 geographic region.
Issuer : Tokyo Fire and Marine
Underwriter: Goldman Sachs
DBAR Event: Total Losses on a Saffir-Simpson...

...Property Claims Services Eastern North America
Date: 7/1/99-11/1/99
Size of **Issue** : 500 million USD.
Issue Date: 6/1/99
DBAR Trading Period: 6/1/99-7/1/99
In this example, the underwriter Goldman Sachs **issues** the bond, and holders of the **issued** bond put bond principal at risk over the entire distribution of amounts of Category 4...

...and clearing and settling, and validating the amount of the losses. When the event is **determined** and uncertainty is resolved, Goldman is "puf 'or collects the bond principal at risk from...

...mechanism, and
(2) A group of DBAR contingent claims directly tied to a security or **issue** (such as the catastrophe bond above). For reasons of brevity,

defined states and opening indicative...

...purchase an underlying financial product, such as a quantity of foreign currency, for a specified **rate** or price, but only if, for example, the underlying exchange **rate** crosses or does not cross one or more defined **rates** or "barriers." For example, a dollar call/yen put on the dollar/yen exchange **rate** , expiring in three months with strike price 1 1 0 and "knock-ouf'barrier of...

...a quantity of dollars at I 10 yen per dollar, but only if the exchange **rate** did not fall below 105 at any point during the three month duration of the in the earliest time the yen/dollar exchange **rate** crosses 95 over the next three months. A traditional barrier option, or portfolio of such...

...first passage time," or, in this example, the first time that the yen/dollar exchange **rate** crosses 95 over the next three months. The following illustration shows how such a group...

...is assumed that all traders in the group of claims agree that the underlying exchange **rate** is lognonnally distributed. This group of claims illustrates how traders would invest in states and thus express opinions regarding whether and when the forward yen/dollar exchange **rate** will cross a
given barrier over the next 3 months:
Underlying Risk: Japanese/U. S. Dollar Yen Exchange **Rate**
Current Date: 9/15/99
Expiration: Forward **Rate** First Passage Time, as defined,
between
9/16/99 to 12/16/99
Trading Start...

...Table 3 16-1: First Passage Time for Yen/Dollar 12/16/99 Forward Exchange **Rate** Time in Year Fractions Invested in State ('000) Return Per Unit if State Occurs
(01...

...defer for some period of time). Many economists who study such decisions under uncertainty have **recognized** that such choices involve what they term "real options." This characterization indicates that the choice...

...to buy or sell an underlying asset in the capital markets. Many economists and investors **recognize** the importance of real options in capital budgeting decisions and of setting up markets to...

10/3,K/5 (Item 5 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00923944 **Image available**
SYSTEM AND METHOD FOR ASSOCIATION OF OBJECT SETS
SYSTEME ET PROCEDE POUR L'ASSOCIATION D'ENSEMBLES D'OBJETS
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Patent and Priority Information (Country, Number, Date):
Patent: WO 200257987 A2 20020725 (WO 0257987)
Application: WO 2002US1110 20020116 (PCT/WO US0201110)
Priority Application: US 2001262200 20010116; US 200251548 20020116
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ
EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR
LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SD SE SG SI
SK SL TJ TM TN TR TT TZ UA UG US UZ VN YU ZA ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZM ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 21725

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim
... segment. Similarly arbitrage promotions (enabled by a staircase SAM) may be executed to segments to **determine** how much segments "like" or "need" certain products. For example, if customer segment I of...

...a business's product classification scheme. Thus, consider a business that divides their products into **cars** and motorcycles in hopes of designing isolated opportunistic promotions. This may not be the optimal ...

...group products if it is difficult to distinguish between a motorcycle buying customer and a **car** buying customer. However, if the proper SAM groups the products into sporty **vehicles** and family **vehicles** because two distinct customer segment purchase one or the other exclusively, then it may be...

...pilot or a machine having been programmed with pattern recognition routines may be able to **determine** the adequacy of an emerging association by analyzing the distribution contour or slices taken - 35 therethrough. Other representations such as scatter plots and graphs can be used to **evaluate** the results of a drilling process according to aspects of the present invention. Additionally, empirical...

...a market, akin to "controlling" for some factor, then adjusts another factor or feature to **determine** useful market data therefrom. For example, a measurement of the cost benefit or return afforded by a certain modification in product line or advertising campaign can be **evaluated** . Also, a sensitivity analysis can be performed thereby, tell ing of the market sensitivity to...

...In some embodiments, the iterative process of achieving the optimum association of object sets is **evaluated** for convergence. By "convergence" it is meant that a diminishing improvement is generally realized and...Chi-squared" distributions may be used for this purpose. Care needs to be taken to **identify** precisely the quantity that is consistent. A sample path distribution that approaches a periodic distribution...

...should be noted that if one is interested in observing how a sequence of optimization **problems** is consistent, one may look at the set of all optimal solutions in the context...

...aggregate level; (3) repeating the match to see if it is stable or has converged.
Problems posed over finite domains admit solutions by exhaustive search,
although the computational complexity of such solutions may be impractical in some situations. Nevertheless, the nature of these **problems** is more formidable, in the sense - 37 that the **problem** formulation is, in many common situations of interest (such as the bipartite **problem** with linear commutative cost, such as the trace function) which are over-parameterized in order...

...a permutation and L1 and L2 are both k x n, where k<n. The **problem** is then solved over the equivalence classes of modifications. Methods utilizing nesting/sorting can be...

...is made to aid in understanding the underlying logic. Considering as an illustrative example a **problem** of generating optimal aggregations and their associated matches for all resolutions k<n, nesting properties...

...to enable such nested solutions. It is sometimes useful to restrict the complexity of the **problem** by limiting the solution class to aggregations such that the resulting aggregated sets are proper...

...to be a proper aggregation of the solution at the next finer level. Then the **problem** can be solved recursively, computing the solution at resolution k from the solution at resolution...
...the optimal solution is (L,R) satisfies R=L' which operates analogously for non-bipartite **problems** as well.
Enabling various aggregation measure, cost functions, constraints, and multidimensional **problems** become more transparent since the solution can be recursive. Routines then are generated that compute...

...scaled yielding controlled sub-optimal solutions. This can be important as the same need for **quality** may not be necessary at every level. More general nesting routines can be implemented, where the nesting requirement is relaxed at coarser resolutions when the **problem** complexity reduces, thus freeing up computational resources to relax simplifying assumptions on the solution. Moreover...

...models when H comprises data sampled from a relevant distribution. The modeling aspect of the **problem** arises from considering how to characterize the matching properties of an underlying distribution from which...

...solutions as the number of samples increases become important in the analysis of the predictive **quality** of any model derived from such solutions. Note that assignment modeling and consistency validation, however...

10/3,K/6 (Item 6 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00917528
METHOD AND SYSTEM FOR MULTI-DIMENSIONAL TRADING
PROCEDE ET SYSTEME POUR LES ECHANGES COMMERCIAUX MULTIDIMENSIONNELS
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Legal Representative:
JAMES Richard W (agent), Morgan, Lewis & Bockius LLP, 1800 M Street, N.W., Washington, DC 20036-5869, US,
Patent and Priority Information (Country, Number, Date):
Patent: WO 200250747 A1 20020627 (WO 0250747)
Application: WO 2001US48961 20011218 (PCT/WO US0148961)
Priority Application: US 2000737595 20001218
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA UG UZ VN YU ZA ZM ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZM ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 13110

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim
... given buy sub-order. It explores the tree in the d

epth-first order by **finding** the root's children that match the first dimension of the buy sub-order, then ...

...the matching price and size from this leaf and then backtracks. After the trading pit **finds** the matching sell sub-orders, it picks the lowestprice matches and uses them to fill...order's sub-orders one by one. For each sub-order, the trading pit first **determines** whether the sub-order is a buy or sell sub-order at step 710. If it is a buy sub-order, the trading pit next **determines** whether there are any matching sell sub-orders at step 750. This matching process is...

...with FIG. 8. If this new suborder is filled by the matching process 750

as **determined** at step 751, a confirmation
24
message is sent to the broker, and the process continues. If this buy sub-order is not filled by the matching process as **determined** at step 75 1, it needs to be added to the list of pending buy...

...step 755. If the message is a Modify Sub-Order message, the trading pit first **determines** whether the sub-order is a buy or sell sub-order at step 760. If it is a buy sub-order, the trading pit next **determines** whether the change may lead to new matches at step 762, in which case it ...

...modified buy sub-order is not filled by the matching process of step 765 as **determined** at step 770, its place in the priority queue of events is updated if its...

...step 775. If the message is a Delete Sub-Order message, the trading pit first **determines** whether the sub-order is a buy or sell sub-order at step 780. If...

...765. First, at step 805, the indexing tree of sell sub-orders is used to **find** matching objects. The sell sub-order with the lowest price among sell sub-orders with...

...with matching objects, the process continues from step 811 to 890. Otherwise, the system next **determines** whether the price in the buy sub-order is smaller than the price of the...

...matching size for the buy sub-order and the currently selected sell sub-order is **determined** . If the matching size is zero, then the next lowest-price sell sub-order is...
...can be filled. As shown by step 830, a fill of the maximal matching size **determined** in step 820 is constructed, and the size of ...835. If the trade of step 830 has completely filled the sell sub-order as **determined** at step 840, then all other sub-orders of the corresponding disjunctive order are deleted...

...message is checked and the user is authenticated at step 921. If there is a **problem** , an error message is sent to the corresponding user interface at step 922. Otherwise, the...

...computer is shut down at step 995. The present invention has been described using an **automobile** market as an example. However, the present invention is applicable to any number of markets...

...routed I[P), origination city, destination city, beginning and ending date of service, buyer credit **rating** and seller credit **rating** . In addition, this market may include dimensions that describe service **quality** , such as answer seizure **rate** for long-distance calls, service guarantee, service level agreement, call detail record (accuracy of billing), post-dial delay, bit error **rate** , latency, errored seconds (average frequency of distorted seconds), severely errored seconds, and degradation. In a...
...period from January 1, 2001 to March 3 1, 200 1, with a buyer credit **rating** of A, and a preferable seller credit **rating** of B or better. The order may also specify that the answer seizure **rate** is at least 95%, and the post-dial delay is no more than 1.15 seconds. In one embodiment of the present invention, the trading pit **finds** all sell orders matching the requirements, and then the broker would use the **quality** dimensions to **determine** which of the matched sell orders are

preferable.
An example of another market that may...

...loss and insurance loss waiver); (3) type of coverage (e.g. casualty/general liability, casualty/ **auto** liability,
29
property/single location, property/catastrophe, other/health care and other/professional liability); (4) location of insurance customer; (5) industry of insurance customer; (6) buyer credit **rating** ; (7) seller credit **rating** ; (8) total insured value; (9) attachment point; (1 0) retention (deductible); and (I 1) loss...

...such as commercial paper, are traded. The price in the exchange is expressed as interest **rate** , as opposed to dollar price. For example, a trader may indicate that he is selling...
...a bond is callable; (5) federal tax exemption; (6) state tax exemption; (7) seller credit **rating** ; (8) seller type (e.g. corporation, municipality or federal government); (9) home state of a...

...guarantee that they remain available until confirmation.
30
Activation and expiration times of an order **determine** when the order becomes "tradable" and when it must be deleted. A user has an...

...to specify these times for each order and query. Bin-packing is a mechanism for **finding** multiple sell sub-orders that match a single buy sub-order, or multiple buy sub...

...only consider foreign parties if no domestic trades are available. The system first attempts to **find** matching orders placed by preferred parties, and then searches for other matches. If the price...

...the method and system of the present invention provides a set of advanced tools for **finding** the optimal match for each order. Not only does the method and system of the present invention provide a powerful matcher engine for **finding** exact matches, but it also **finds** appropriate near-matches. This near-matching capability gives buyers and sellers alike the ability to...is a need for a matcher engine for matching buy/sell orders, as well as **finding** optimal near-matches. There is a need for market-aggregation tools to prevent the fragmentation ...

10/3,K/7 (Item 7 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00899532 **Image available**
METHODS AND APPARATUS FOR FORMULATION, INITIAL PUBLIC OR PRIVATE OFFERING, AND SECONDARY MARKET TRADING OF RISK MANAGEMENT CONTRACTS
PROCEDES ET SYSTEME POUR LA FORMULATION DE PREMIERES OFFRES PUBLIQUES OU PRIVEES ET LA NEGOCIATION DE MARCHE SECONDAIRE POUR DES CONTRATS DE GESTION DE RISQUES
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Patent and Priority Information (Country, Number, Date):
Patent: WO 200233627 A2 20020425 (WO 0233627)
Application: WO 2001US32275 20011015 (PCT/WO US0132275)
Priority Application: US 2000240903 20001017; US 2001284051 20010416; US 2001923035 20010806
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ
EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR
LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL
TJ TM TR TT TZ UA UG UZ VN YU ZA ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR
(OA) BF BJ CF CG CI CM GA GN GQ GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 33670

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim
... they are currently not). Coupons may be American or European in style. For instance, a **car** wash coupon, if American, would be redeemable (at the holder's option) for a **car** wash at any time. Alternatively, the holder may choose to hold the coupon exclusively for...

...any product or service with an established brand, because the brand reassures coupon buyers of **quality** and fair play by the producer, Potential products include new - 41
books, wine, electronic goods...

...the official agent charged with the absolute authority and ability-subject to legal limitations-to **issue** , expire, terminate, buy, sell, or otherwise alter the nature of the instruments trading in the series of concerts around the country, then they would **issue** a new class of coupons, one for each city. If they hold more than one concert in a given city, then they will then **issue** a series of coupons for that city, one for each concert. For example, to see...

...2: Coupon for a McDonald'so Meal
As part of its marketing strategy, McDonaldso Restaurant **issues** a series of 1 5 coupons which are redeemable for a "Complete Meal" consisting of...

...apple pie, and a large soft drink. The series of coupons are monthly, and are **issued** 3 months ahead of their expiration month. This means that on March I st, the March, April, and May coupons have been **issued** , and are trading. The March coupon may be redeemed at any participating McDonalds in March...

...coupon Exajnple 4: Advance Purchase Order for a Christmas TQy
Producers and developers of new **cars** , Broadway plays, and condominiums must risk incurring huge up front costs without knowing the ultimate...

...are designed for a
product with an established brand. The brand reassures ASC buyers of **quality** and fair play by the producer. Such products include groceries, new books, wine, electronic goods...

...when a customer buys an ASC, customers get a slightly lower price for that new **car** , movie ticket, or condo than they would otherwise get by waiting. Selling tradable ASCs is price for the ASCs. Customers who feel they are naive about the potential **quality** of a new product will be reassured by an - 47 established market price for the...

...Note that producers can also use information in the market price of the ASC to **determine** if they need to improve the **quality** of their final product (e.g. hire a better leading lady for their movie). As...

...category), the system and method of the present invention addresses both Amazon's and shoppers **concerns** . Amazon can generate cash flow throughout the year by selling new ASCs into the market...

...good way for Amazon to stimulate sales volume.
Exmple 5: Advance Sales Coupon for New **Car**
In the Amazon example above, the coupon was for redemption of a product already in...

...sold for yet-unproduced items, such as new books, new movies, new wines, or new **cars** . For example, suppose Ford is introducing a new luxury line of Sky Spirit. Ford's...

...changes in demand since it takes 5 months to aggregate raw materials and manufacture each **car** from scratch. In the past, Ford has produced too many **cars** , which then must be sold at a discount. Other times, Ford has produced too few **cars** , and lost the opportunity to sell more **cars** and at higher profit margins. On the other side of the transaction, customers do not like to commit to buying a **car** many months before delivery because of fashion and liquidity risk-not to mention natural procrastination...

...to be a lemon. Tradable Sky Spirit ASCs help solve both Ford and the customers' **concerns** . - 49
Economic Benefits of Tradable Coupon
Selling tradable coupons enables producers or goods and services...

...traditional banking paperwork. For instance, producers and developers of music events, Christmas gifts and new **cars** risk incurring huge up front costs without knowing the ultimate demand for 1 5 their...

...a market price for the coupons. Customers who feel they are unsure about the potential **quality** of a new product will be reassured by an established market price for the ...Note that producers can also use information in the market price of the coupon to **determine** if they need to improve the **quality** of their final product (e.g., hire a better leading lady for their movie). As...

...the market. 1 5 A "Promoter" is a special trader who has the power to **issue** its own coupons for sale. Like any other trader, promoters may also trade coupon in...limit prices and quantities in the limit buy and sell queues
C. TYPE 1H ("FIIRM- **ISSUE** " AND "INTRA-INDUSTRY
CONTRACTS

Firm- **Issue** and Intra-Industry Contracts are custom-tailored contracts designed in consultation with industry and firm...

...contracts to diversity their receivables portfolios, and reduce the seasonality of their cash flows. Firm- **issue** and Intra-industry contracts may be written on events or prices of noncommodity or inventory ...

...on specific needs-may have exotic path-dependent payoff rules. Since the clientele for firm- **issue** and intra-industry contracts is restricted and sophisticated, embodiments of the invention will usually include working with clients to specifically tailor and design contracts that meet individual needs. Firm- **Issue** and Intra-Industry contracts may also be referred to hereinafter as "restricted clientele" contracts. Companies...

...fee could be per-transaction or a flat fee.
Supply Chain Management
I 0 To **determine** how much to manufacture or buy for inventory, manufacturers and retailers like to solicit "advance...
...Contracts are advance purchase orders on any product, cash amount, or service with an established **quality** that are tradable between a pre-qualified group of traders. The ability to trade them...

...the payoff may be a batch of 500 semiconductor chips, a ton of a given **grade** of high **grade** aluminum, a gallon of a specific **grade** of gasoline, a dozen Nike shoes of a given size and design, I 0 one...

...may be chosen by the holder from a menu of possibilities pre-specified by the **issuer** . Moreover, the settlement date for a Firm-Specific and Intra-Industry Contracts contract may be...

...Firm-Specific and Intra-Industry Contract. The qualifications for trading in a particular contract is **determined** by the Market Authority. - 57 A "Promoter" is a specially qualified trader who has the power to **issue** its own Firm-Specific and Intra-Industry Contracts for sale. Like any other qualified trader...

10/3,K/8 (Item 8 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00874877 **Image available**
METHOD AND APPARATUS FOR USER INTEREST MODELLING
PROCEDE ET DISPOSITIF DE MODELISATION DE L'INTERET D'UN UTILISATEUR
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Patent and Priority Information (Country, Number, Date):
Patent: WO 200208989 A1 20020131 (WO 0208989)
Application: WO 2000NL515 20000721 (PCT/WO NL0000515)
Priority Application: WO 2000NL515 20000721
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CR CU CZ DE DK DM DZ EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 7774

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims
Claim

... request. It can be a simple sentence like, "I would like to buy a new **car** ", or keywords as is common in Search Engines, " **car** new buy". In other embodiments making use of this invention, it may take on any...

...two steps are not necessary, as the general profile and skill have already been internally **determined** . For example, in one embodiment of the invention incorporating an HTML interface, the user could....

...interpreting the query entered by the user, and thusly deciding upon the relevant skill is **determined** by the logic module. In the most simple of instantiations, a logic module is nothing...of the structure of the user profile to iteratively traverse the concepts and links and **determine** the most relevant concepts pertaining to a query. The spreading activation technique is a variant...

...Q is an initial stimulation value. Then, the output, o,,, of each activated node is **determined** . This is done by a variant of a tanH activation function with an output range...For example, assume that the current skill is searching, and the original client query was " **Find** me information about **cars** ." One resultant QP sets that are created and sent along to the logic module may be "Porsche **automobile** " (assuming the user has sought information or expressed interest in Porsches at some previous point...

...point, the feedback upon the presented results can now be collected. Feedback consists of an **evaluation** of the value of the result in relationship to the original query. Positive feedback then...

...data service (Fig. 5, arrow e). As the resultant structure of the query profile was **determined** by the Spreading Activation algorithm acting upon the general profile, then, appropriate changes to the...

...case, positive feedback on a result that came from a set with the concepts of **car** and Porsche, then the link between **car** and Porsche is strengthened, increasing the chance that it will come up again given a...

...the client is not interested in Porsches and gives negative feedback, then the link between **car** and Porsche will be decreased. An example will help to illustrate how the present invention...

...more 'keywords', which are supposed to 'describe' the topic of interest to the user. The **problem** is that in reality, it is necessary to specify to the search engine a long...
...set of web pages until the page of interest is found. A solution to this **problem** involves the usage of a "personalized intelligent agent". This agent is software that performs Internet...her general interests across a wide range of topics. For instance, she was asked to **rate** her interest in sports, food, travel, music, and books on a scale of one to...

...search' facility of the agent, she enters the keyword 'recipe'. To accomplish the task of **finding** a recipe, her agent does three things. First, the agent looks into her user profile...

...interface. She begins to review the web pages, and for each page, she provides a **rating** (or feedback) on the **quality** of the web page as it pertains to her query for a recipe. In this example, she **rates** very highly a 5 page from a restaurant in Italy that lists a number of...

...Italy is returned. This example illustrates how the user profile is able to assist in **finding** personalized information on the Internet with a minimum of user interaction, and how this personal...M. Thint, Personal Technologies Journal, Vol. 2, No. 3, pp. 141-151, 1998. [Crestani and **van** Rijsbergen] "A Model for Adgptive Information Retrieval", F. Crestani and C.J. **van** Rijsbergen, Journal of Intelligent Information Systems, 8:29-56, 1997.
1 5
D. E. Rumelhart...

10/3,K/9 (Item 9 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00872923 **Image available**
STRUCTURED FINANCE PERFORMANCE MONITORING INDEX
INDEX DE SURVEILLANCE DE L'EFFICACITE DE TRANSACTIONS DE FINANCE STRUCTUREE
Patent Applicant/Inventor:
RAYNES Sylvain, 34-06 81st Street, Apt. 41, Jackson Heights, NY 11372, US , US (Residence), US (Nationality), (For all designated states except: US)
RUTLEDGE Ann Elaine, 34-06 81st Street, Apt. 41, Jackson Heights, NY 11372, US, US (Residence), US (Nationality), (Designated only for: US)
Legal Representative:
GAGNEBIN III Charles L (et al) (agent), Weingarten, Schurgin, Gagnebin & Hayes, LLP, Ten Post Office Square, Boston, MA 02109, US,
Patent and Priority Information (Country, Number, Date):
Patent: WO 200207049 A1 20020124 (WO 0207049)
Application: WO 2001US22259 20010716 (PCT/WO US01022259)
Priority Application: US 2000218486 20000714
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ
EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS
LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ

TM TR TT TZ UA UG US UZ VN YU ZA ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 3644

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Detailed Description

Detailed Description
... a
market in which all parties rely to a great extent on the ratings and **rating** announcements to understand the credit risks and sources of protection in structured securities (of which...

...obligation
(CBO),r collateralized loan obligation (CLO)f collateralized debt obligation (CDO)j, structured investment **vehicles** (SIV), and derivatives products company (DPC) , synthetic CLOs,, CBOs of ABS, collectively structured finance.") Currently,, the credit **quality** of securities **issued** in connection with structured financings are **determined** at closing by comparing the amount of enhancement in a given transaction relative to the...

...updated to reflect actual
experience. Accordingly, a method is desired for dynamically updating the credit **rating** of structured securities based on actual credit loss and other performance.

Structured financings are typically...

10/3,K/10 (Item 10 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00806384
NETWORK AND LIFE CYCLE ASSET MANAGEMENT IN AN E-COMMERCE ENVIRONMENT AND METHOD THEREOF
GESTION D'ACTIFS DURANT LE CYCLE DE VIE ET EN RESEAU DANS UN ENVIRONNEMENT DE COMMERCE ELECTRONIQUE ET PROCEDE ASSOCIE
Patent Applicant/Assignee:
ACCENTURE LLP, 1661 Page Mill Road, Palo Alto, CA 94304, US, US (Residence), US (Nationality)
Inventor(s):
MIKURAK Michael G, 108 Englewood Blvd., Hamilton, NJ 08610, US,
Legal Representative:
HICKMAN Paul L (agent), Oppenheimer Wolff & Donnelly, LLP, 38th Floor, 2029 Century Park East, Los Angeles, CA 90067-3024, US,
Patent and Priority Information (Country, Number, Date):
Patent: WO 200139030 A2 20010531 (WO 0139030)
Application: WO 2000US32324 20001122 (PCT/WO US0032324)

Priority Application: US 99444775 19991122; US 99447621 19991122
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CU CZ DE DK DZ EE ES FI GB GE GH GM HR HU ID IL IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT UA UG UZ VN YU ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 171499

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim
... MANUFACTURER INCLUDES INFORMATION
RELATING TO PRESENT NETWORK ASSETS OF THE AT LEAST
ONE MANUFACTURER
1006
DETERMINING THE NEEDED OPTIMAL NETWORK ASSETS BASED
ONTHEPRESENTNETWORKASSETSOFSERVICEPROVIDER
AND THE MANUFACTURER
I F
1008
MANAGING THE...

...Figure 12
.. ..
INPUTS OUTPUTS
1306
rrnance Customer QoS
Management
1304 4
usaae
1300 information
vice **Quality**) **Quality**
t
usage/ performance
. . . . . .
. . . . . .
data request
NIML-SML interface
network usage/
Network Data Mgmt
performance info...

...rNetwcrk Planning erfor re collection, correlation
Design & Build goals formatting of usage
performance .(Ntwk Maintenanc
determine performance in
degradation -7Restoration
e r start1stop I
-)P. of capacity, utilisation and
Provisioni monitoring...

...relating to usage
and events occurring over a hybrid
network
1402
Analyzing the data to **determine** a
status of the hybrid network
1406
Utilizing the status of the hybrid
network during management of the
hybrid network
156
Determining billing **rates** and
discounts based on the status of
the hybrid network
Figure 14
14/129
INPUTS...

...t o
n orders
Processes
Sales inquiry usiness needs Sales
Client contact: terface ales inquiry
Problems Management
Inquiries Receive and record contact rder
Orders
Procurement Direct inquiries to appropriate ridling 1502
processes
Implementation Billing inquiry ,
& Maintenance Monitor and control status of **Problem**
inquiries, and escalate
ndling 1302
Performance Trouble reportrL ha
(QoS & SLA) P Ensure a consistent...viol
Establish reports to be generated Pran-n-e=* FPFroolblem@
Compile & Deliver customer reports Handling
Problem
Manage SLA Performance 1304
Determine & deliver QoS & SLA Service
ation information :)Os violatio
Quality
Management
Service
Problem
Resolution data 1
1304
Service i
quality Service Class
Managementj **Quality** Data
1300
@Iher providejr
Wptwark pprfnrmnnrch
Network Data and configuration data
Management
Figure 17
17/129
Receiving a hybrid network event
1802
Determining customer reports to
be generated

...A FEATURE KEYWORD,
GIVING FEATURES WITH FEATURE KEYWORDS HAVING MULTIPLE 5703
MATCHES HIGHEST PRIORITY AND **RANKING** THE FEATURES
ACCORDING TO THE NUMBER OF MATCHES
ANALYZING THE USER'S WORDS USING A THESAURUS TO **FIND** 5704
KEYWORD MATCHES IF NO ...ITEM
IF NO KEYWORDS MATCH, ANALYZING THE USER'S WORDS USING A 5906
THESAURUS TO **FIND** KEYWORD MATCHES
Figure 59
5806
59/129
DISPLAYING A PLURALITY OF ITEMS FOR PURCHASE, WHEREIN...

...TO SELECT THE AVAILABLE FEATURES OF EACH OF THE ITEMS
TO BE PURCHASED 6004
6006
DETERMINING A PRICE AND AVAILABILITY OF THE SELECTED ITEMS AND THE
SELECTED FEATURES THEREOF AND DISPLAYING...

10/3,K/11 (Item 11 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00806382
METHOD FOR AFFORDING A MARKET SPACE INTERFACE BETWEEN A PLURALITY OF MANUFACTURERS AND SERVICE PROVIDERS AND INSTALLATION MANAGEMENT VIA A MARKET SPACE INTERFACE
PROCEDE DE MISE A DISPOSITION D'UNE INTERFACE D'ESPACE DE MARCHE ENTRE UNE PLURALITE DE FABRICANTS ET DES FOURNISSEURS DE SERVICES ET GESTION D'UNE INSTALLATION VIA UNE INTERFACE D'ESPACE DE MARCHE
Patent Applicant/Assignee:
ACCENTURE LLP, 1661 Page Mill Road, Palo Alto, CA 94304, US, US (Residence), US (Nationality)
Inventor(s):
MIKURAK Michael G, 108 Englewood Blvd., Hamilton, NJ 08610, US,
Legal Representative:
HICKMAN Paul L (et al) (agent), Oppenheimer Wolff & Donnelly LLP, 1400 Page Mill Road, Palo Alto, CA 94304, US,
Patent and Priority Information (Country, Number, Date):
Patent: WO 200139028 A2 20010531 (WO 0139028)
Application: WO 2000US32308 20001122 (PCT/WO US0032308)
Priority Application: US 99444773 19991122; US 99444798 19991122
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CR CU CZ DE DK DM DZ EE ES FI GB GE GH GM HR HU ID IL IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA UG UZ VN YU ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE TR
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 170977

Main International Patent Class: **G06F-017/60**
Fulltext Availability:

Claims

Claim
... MANUFACTURER INCLUDES INFORMATION
RELATING TO PRESENT NETWORK ASSETS OF THE AT LEAST
ONE MANUFACTURER
1006
DETERMINING THE NEEDED OPTIMAL NETWORK ASSETS BASED
ONTHEPRESENTNETWORKASSETSOFSERVICEPROVIDER
AND THE MANUFACTURER
I F
1008
MANAGING THE...

...TELEPHONE CENTER
'1%
Figure 12
INPUTS OUTPUTS
Customer Qos 6
Porforroance Management
data
1130@ usaoe **Rating** & 1304
1300 infor-mation Discounting F
erv ce uality
Management
usage/ performance t er rovid...

...correlation
rNetw rk Planning performance
Design & Buil goals formatting of usage
@j performance twk Maintenan
determine performance in
degradation estoration
r startfstop of capacity, utilisation and
Provisioni monitoring provide notification capacity...

...relating to usage
and events occurring over a hybrid
network
1402
Analyzing the data to **determine** a
status of the hybrid network
1406
Utilizing the status of the hybrid
network during management of the
hybrid network
I F
156
Determining billing **rates** and
discounts based on the status of
the hybrid network
Figure 14
INPUTS OUTPUTS
Customer...

...Customer inquiries/orders
Processes
Sales in a es
quiry
Client contact: Customer Interface Sales inquiry
Problems Orders Management

Inquiries lo,
Orders Receive and record contact Orders Order
Payments Direct inquiries to appropriate Handling
Procurement 1502
processes
Implementation Billing inquiry
& Maintenance Monitor and control status of **Problem**
Performance Trouble report!1 inquiries, and escalate rouble repo handling
1302
(QoS & SLA) Ensure a...

...reports
1502 otification Receive performance data SLA violations
Establish reports to be generated mannea mt **Problem**
Other provide Compile & Deliver customer reports Handling
Prob ern - 1304
Problem Manage SLA Performance
Handling Reports Service
Determine & deliver QoS & SLA hoS violatio@Ls
ation information **Quality**
Service L AL Management,
Service
problem
Problem
1304 Resolution data
Service
quality Service Class I
Quality Data
130
Klptwnrk 13prfnrmqnrp
Network Data and configuration data
Management
Figure 17
Receiving a hybrid network event
Wb@@
1802
Determining customer reports to
be generated
MWOMIM am
180
Generating the customer reports
based on the...

...event
received
Figure 18
INPUTS OUTPUTS
Constraints,
Forecasts capacity
1302
Qualit
erv ce objectives Service **Quality** Mgmt. Customer QoS
Planning and lo Service clas&
M:;nqnpmpnt
Available Life-cycle management of service/
Develo ment capacity **quality** dia'ta,
product portfolio
Service - Monitor overall delivered **quality** of
Problem service a service class Service
1302 **problem** datp - Monitor available capacity/usage

...5108
communication over the hybrid
communication system based on a
user profile
Figure 51
5202
Identify Patterns -and Correlations
in System Data
INERNME MMEMNIMM.
if
5204
Build a Model of a...

...Zan --
--1F Firewall Service C mecur Browser S;tR
OF Web Data7 F Application Proxy **Quality** Of Seivice at
n, I (bandi
'Er'tpi'%eam'@eonI Sirtidement Services L a munications...

...Ca p atil I I b2i n(gC)on ten I. Ch2
.lei panne Search **Car** @
I Tm Centers =@
5324 FTrainsac @pn n egm@w S@@rning Vid- [Eat:) :Ey:wt...

...5601
5602
ALLOWING A USER TO SELECT A SET OF SIMILAR ITEMS TO COMPARE
5603
, **DETERMINING** A SET OF FEATURES OF THE SIMILAR ITEMS
UTILIZINGTHEUSERPROFILETODETERMINEAHIERARCHYOFTHE 5604
FEATURES
5605
PRESENTING THE FEATURES...A FEATURE KEYWORD,
GIVING FEATURES WITH FEATURE KEYWORDS HAVING MULTIPLE 5703
MATCHES HIGHEST PRIORITY AND **RANKING** THE FEATURES
ACCORDING TO THE NUMBER OF MATCHES
ANALYZING THE USER'S WORDS USING A THESAURUS TO **FIND** 5704
KEYWORD MATCHES IF NO KEYWORDS MATCH
5614
Figure 57
ANALYZING USER REQUIREMENTS
5802
REVIEWING...

...THE USER
MATCHES A KEYWORD ASSOCIATED WITH THE ITEM
IFNOKEYWORDSMATCH,ANALYZINGTHEUSER'SWORDSUSINGA 5906
THESAURUS TO **FIND** KEYWORD MATCHES
Figure 59
5806
DISPLAYING A PLURALITY OF ITEMS FOR PLJRCHASE, WHEREIN EACH OF...
...TO SELECT THE AVAILABLE FEATURES OF EACH OF THE ITEMS
TO BE PURCHASED 6004
6006
DETERMINING A PRICE AND AVAILABILITY OF THE SELECTED ITEMS AND THE
SELECTED FEATURES THEREOF AND DISPLAYING...

10/3,K/12 (Item 12 from file: 349)

00777016

A SYSTEM, METHOD AND ARTICLE OF MANUFACTURE FOR MAINTAINING DATA IN AN E-COMMERCE BASED TECHNICAL ARCHITECTURE

SYSTEME, PROCEDE ET ARTICLE MANUFACTURE DE MAINTIEN DES DONNEES DANS UNE ARCHITECTURE TECHNIQUE DE COMMERCE ELECTRONIQUE

Patent Applicant/Assignee:
ACCENTURE LLP, 1661 Page Mill Road, Palo Alto, CA 94304, US, US (Residence), US (Nationality), (For all designated states except: US)
Patent Applicant/Inventor:
UNDERWOOD Roy A, 4436 Hearthmoor Court, Long Grove, IL 60047, US, US (Residence), US (Nationality), (Designated only for: US)
Legal Representative:
HICKMAN Paul L (agent), Oppenheimer Wolff & Donnelly LLP, 1400 Page Mill Road, Palo Alto, CA 94304, US,

Patent and Priority Information (Country, Number, Date):
Patent: WO 200109751 A2 20010208 (WO 0109751)
Application: WO 2000US20546 20000728 (PCT/WO US0020546)
Priority Application: US 99364535 19990730
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CU CZ DE DK DZ EE ES FI GB GE GH GM HR HU ID IL IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT UA UG US UZ VN YU ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 124205

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim
... areas it may impact. These areas include: increased accuracy of project delivery dates, improved product **quality** , reduced time to market, project performance visibility, and increased ease of project transitions. This portion...
...components of an application throughout the project's life cycle. This includes: Comprehensively assessing and **evaluating** changes to a system after requirements have been agreed upon and commitments established.
416
Who...

...migrate components on all platforms
maintain inventory lists
Program Management periodically review CM activities and **identify** CM improvements
periodically review individual projects for compliance with program CM process
periodically review and...

...illustrates SCM Planning.
Maoor Sub-Processes of Configuration Managemen

418
The first step is to **identify** the CM units that may be put under CM and their baselines, then a project...

...controlling development and production work products such as code and portion of the present description.
Identify Change Control 9404
1 5 Define the process for **evaluating** , approving, coordinating, and implementing change requests.
Collect Metrics & **Identify** Continuous Improvement Activities 9406
Track and report the status of changes and versions. It also defines the internal project review processes for **identifying** continuous improvement efforts and for maintaining the integrity of the
Review/Establish Project Security 9408...

...principles may need to be more rigorous than just portion of the present descriptioned procedures.
Determine Training Requirements 9410
Identify the training needs for individuals perfonning CM tasks, as well as individuals involved in defining...

...is a guide for performing Configuration Management activities throughout the life cycle of a project.
Identify CM Units & Baselines
Purpose
" **Identify** Configuration Management (CM) Units and Baselines" defines the activities for turning functional requirements into individual components of the system. The output of " **Identify** CM ...to establish the baselines from which all new software products may be created and to **identify** all new software products along with its components or configuration units. These activities ensure that...

...have the same perspective on the project starting point.
Process Flow
Figure 95 illustrates an **Identify** CM Units & Baselines Process Flow
Entry Criteria
" **Identify** CM Items and Baselines" 9400 (see Figure 94) requires that:
System requirements have been defined...

...design that defines the system has been or is being developed.
Exit Criteria
Completion of " **Identify** CM Units & Baselines" is accomplished when all CM types and units have been identified and signed off.
Roles and Responsibilities
420
The Development team has primary responsibility of **identifying** the CM units and baselines. The Technical Sgppo and Architecture teams can be consulted to ensure the list is complete.
Task Description
Identifying Configuration Types 9500
" **Identify** CM Units & Baselines" lists each component of the project that may be created, I 0 deleted, or otherwise modified. Along with **identifying** the configuration units, each unit type needs to have an associated promotion and migration procedure...

...verified. The CM plan should detail the review and migration process for each configuration type.
Identify Baselines 9502
The baseline is the foundation for configuration management. It provides the official standard...

baseline configuration is established -which is usually at the completion of the requirements definition.
Exit Criteria
"Collect Metrics & **Identify** Cl Activities" is performed throughout the system's life cycle.
Role and Responsibilities
Project Management...

...to create and provide status reports. The reports should supply statistical information in order to **identify** potential areas for improvement.
Task Description
Maintain Records 9800
Procedure
The project teams may collect...

...to assist the pr 'ect team in gathering
Oi
historical data to help assess the **rate** , causes and impact of changes. The content and format should be outlined in the Project expectations, and should be performed after a final release has been delivered to **identify** improvement areas prior to beginning work on the next release. The reviews can vary in...

...requests have been incorporated in portion of the present description and objects. Change requests or **problem** reports that remain open are clearly identified so they can be closed during the next phase. Metrics reviews in order to **identify** other areas for improvement. General conversation about the flow of the project (e.g. procedures and **problems**

encountered)
Critical Success Factors
Change Request log is current.
434
Periodic Continuous Improvement Reviews are...

...Measures
436
Unauthorized changes due to inadequate policies or security
Lost time due to access **problems**
Number of defects due to access **problems**
0 Security change requests per project
Determine Training Requirements 9410 (Figure 94)
Purpose
" **Determine** Training Requirements" is the activity to **determine** the skills that may be required by project team members throughout the project. Once the skills have been identified, training needs can be addressed. By **identifying** training needs ahead of time, the project team can schedule required training at the optimal time for the project.
1 5
Process Flow
Figure 100 illustrates the **Determine** Traini

ng Requirements.
Entry Criteria
"Determine Training Requirements" should initially be performed in conjunction with...

10/3,K/13 (Item 13 from file: 349)

00769470 **Image available**

USER-PROFILE-DRIVEN MAPPING OF HYPERLINKS ONTO URLS

MISE EN CORRESPONDANCE DE LIENS HYPERTEXTES AVEC DES ADRESSES URL SUR LA BASE DU PROFIL D'UN UTILISATEUR

Patent Applicant/Assignee:
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Inventor(s):
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THELEN Eric, Prof. Holstlaan 6, NL-5656 AA Eindhoven, NL
ULLRICH Meinhard, Internationaal Octrooibureau B.V., Prof Holstlaan 6, NL-5656 AA Eindhoven, NL
Legal Representative:
GOSSMANN Klemens, Internationaal Octrooibureau B.V., Prof Holstlaan 6, NL-5656 AA Eindhoven, NL

Patent and Priority Information (Country, Number, Date):
Patent: WO 200103001 A1 20010111 (WO 0103001)
Application: WO 2000EP6079 20000629 (PCT/WO EP0006079)
Priority Application: US 99142235 19990702; US 99372957 19990812
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
CN JP KR
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE
Publication Language: English
Filing Language: English
Fulltext Word Count: 3981

International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim

amendments. ning of each regular **issue** of the PCT Gazette. User-profile-driven mapping of hyperlinks onto URLs The invention relates...

...the relative weight of each of the multiple query terms that has contributed to the **ranking** of the specific result. See U.S. serial no. 08/922,825 filed 09/03...

...more detail, U.S. serial no. 09/174,167 discusses a method and system for **recognizing** an input pattern stored in a user station and using a recognition unit of a...

...and the user station are connected via a network. The recognition unit is operative to **recognize** the input pattern using a model collection of at least one recognition model. An initial...

...representative of time sequential input generated by the user. The recognition unit is used to **recognize** the input pattern by incorporating at least one recognition model in the model collection which...

...recognition model is stored in association with the user identifier. Further, in the step of **recognizing** the input pattern a recognition model is retrieved associated with the user identifier transferred to...

...of language models each targeted towards at least one different subject, such as photography, gardening, **cars** , etc., a suitable recognition model can be selected for a specific user of the system. This allows good **quality** recognition. In this way, a user is not bound to one specific type of recognition...

...as an equivalent to mouse-clicking a hyperlink. The speech-input is supplied to a **recognizer** . The **recognizer** provides a recognition result and supplies the result to a data base of stored words...the button and enter a word or a sequence of words through speech. If the **recognizer** returns a word for which the button owner has specified a URL, the user is...

...be dynamically created if the URL addresses a (cgi-)script. Furthermore the vocabulary of the **recognizer** comprises words that the service provider himself can associate with links. If such (generic) words...

...same hyperlink representation on the user's display monitor may depend on the language used **recognized** as such, as well as on the user's geographic location. The invention also provides...

...such as theaters, restaurants, stores. Linguistic differences or dialects can be taken into consideration to **determine** the user's geographic location. Accordingly, ...preferences can be used to decide which action to take when a
certain word is **recognized** . For this, it is necessary that the user's plugin has a unique identifier. Also...

...the word "Software", either as typed text or speech input, and the server system has **determined** that the client is, e.g., a MacIntosh, a selection of software-related sites is retrieved that relates to the MacIntosh client. If the server has **determined** that the client is an IBM-compatible PC, another selection of software related documents is... lease. Based on the IP address of clients II 6 and 120, it can be **determined** , as explained above, in which geographic region they reside. Based on the region **determined** , service provider 1 06 gives client I 1 6 automatically access to the Web site...

...Application published under PCT with
International Publication Number WO 99/12104 "Method and arrangement for **finding** information". This publication discloses a communications system for mobile stations that enables retrieving Web pages...

...returned upon the request is associated with the geographical location of the mobile user as **determined** by the mobile telephone system. An implementation of this known method includes the step of...

10/3,K/14 (Item 14 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00769406 **Image available**
INTEGRATED BUSINESS-TO-BUSINESS WEB COMMERCE AND BUSINESS AUTOMATION SYSTEM
SYSTEME INTEGRE D'AUTOMATISATION DES ECHANGES COMMERCIAUX ENTRE ENTREPRISES PAR L'INTERNET
Patent Applicant/Inventor:
WONG Charles, 14250 Miranda Road, Los Altos Hills, CA 94022, US, US (Residence), US (Nationality)

Legal Representative:
COVERSTONE Thomas E (agent), Burns, Doane, Swecker & Mathis, LLP, P.O. Box 1404, Alexandria, VA 22313-1404, US,
Patent and Priority Information (Country, Number, Date):
Patent: WO 200102927 A2-A3 20010111 (WO 0102927)
Application: WO 2000US16739 20000616 (PCT/WO US0016739)
Priority Application: US 99334688 19990617
Parent Application/Grant:
Related by Continuation to: US 99334688 19990617 (CON)
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AG AL AM AT AU AZ BA BB BG BR BY CA CH CN CR CU CZ DE DK DM DZ EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW MZ SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 51133

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim
... Figure 1 14, there is shown a human resource infrastructure for a virtual organization performance **evaluation** model. All company personnel are linked to a digital "HR backbone," including operational management (V...

...fon-n a personnel module. Two functional blocks in particular from the basis for performance **evaluation** , a Measurement Factors block and a Score Keeper block. For each individual whose performance is...

...answer to the question "What is the pertinent data within the database upon which to **evaluate** the performance of the individual?," both individually and as a team player. Suggestions received from...normative performance measures on financial performance and on factors affecting customer satisfaction, to help employees **identify** trends, etc. Customer feedback (both commendations and complaints) are preferably also be received by and...

...department, group and employee level, performance measurement is assignment oriented. Referring to Figure II 6, **evaluation** of human performance is made possible by collecting an assemblage of activity data to which...

...dollars of RMAs. The Algorithm of Activity Data serves as a foundation for human performance **evaluation** . Referring to Figure 1 1 7, for each individual employee to be **evaluated** , various metrics from the Algorithm of Activity Data are chosen and tracked for that employee...

...of an assigninent (e.g, Quotes, MWSs, Customer Invoices) may be chosen as metric for **evaluation** for a particular employee. The Factual Performance Analysis Measurement process performs calculation on the Employee...that is calculated to maximize that employee's potential.

Screen displays used for factual performance **evaluation** in accordance with an exemplary embodiment of the invention are shown in Figure I 1...

...quantity per period (A1), dollar volume per period (A2) and percent profit per period (M); **Quality** (B), including timliness (B 1) and customer credit memos (B2); and Profitability (C). In the...

...will be
described. Sales orders resulting from quotes undergo a first level of percolation to **identify** sales orders on credit hold, sales orders exceeding credit limits, sales orders with customer invoices 60 days or more past due, sales orders with freight **problems** , sales orders with installation, sales orders with installation and/or shipping **problems** , sales orders with a ship group, sales orders with partial ship, etc. As a result...

...level percolation at the item level preparatory to placing vendor orders. Items undergo percolation to **identify** items with higher sales cost than sales price, items with higher purchasing cost that sales...
...order. The user then prepares a purchase order request, either
83
using a default vendor **determined** at the time the order was placed (lowest cost vendor) or selecting a different vendor...been place and that need to be received undergo a first level of percolation to **identify** receiving sales orders to be refused or cancelled (because of RMA, for example), COD sales...

...level percolation at the item level preparatory to actually receiving items. Items undergo percolation to **identify** items cancelled, items to be refused, items with COD, items with express delivery, items for replacement orders, items marked back order, items in an **auto** -tracked sales order, items holding up installation, items holding up ship group, RMA items needing...

...Figure 152. Installation percolation is illustrated in Figure 153. Installation percolation may be single-level, **identifying** sales orders with a large quantity of installation, sales orders ready for software network integration...

...components for a specific item SKU. Given the order quantity, a total component requirement is **determined** . Within PRIS, component grouping is performed, e.g, such that multiple "child" MWSs each contain...

10/3,K/15 (Item 15 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00744664 **Image available**
MEDICAL PRACTICE MANAGEMENT SYSTEM
SYSTEME DE GESTION EN PRATIQUE MEDICALE
Patent Applicant/Inventor:
WEITZ Sandra R, 837 Myrtleview Drive, Baton Rouge, LA 70810, US, US (Residence), US (Nationality)
WEITZ David J, 1086 Los Altos, Los Altos, CA 94022, US, US (Residence), US (Nationality)
Patent and Priority Information (Country, Number, Date):
Patent: WO 200057264 A1 20000928 (WO 0057264)
Application: WO 2000US7773 20000322 (PCT/WO US0007773)
Priority Application: US 99125428 19990322; US 99406992 19990928

Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AE AL AM AT AU AZ BA BB BG BR BY CA CH CN CR CU CZ DE DK DM EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW
(EP) AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE
(OA) BF BJ CF CG CI CM GA GN GW ML MR NE SN TD TG
(AP) GH GM KE LS MW SD SL SZ TZ UG ZW
(EA) AM AZ BY KG KZ MD RU TJ TM
Publication Language: English
Filing Language: English
Fulltext Word Count: 16893

...International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim
... Neuropathy Patient Data
Bold=Match
History: Pain Location Feet, legs, hands, Leg arms
Pain Onset **Gradual** Sudden
Pain Cause Unknown Injury
Past Medical History: Yes No
Diabetes
Physical Exam: Motor No...

...improving Refer t
suraeo
Yes
Medication trials (non-narcotic)
Multidisciplinary assessment of rehabilitation potential Rehab **Evaluate** for Psychological Assessment (pain No andidate? spine surgery
> 12 weeks)
Yes No
Goal-oriented rehabilitation...

...Epidural Steroid Injection
Selective Nerve Root Block
. . . .
Yes
i
No Yes
Goals met, pain better
evaluate Goal oriented rehabilitation
Follow-up as needed
psychological **issues** with emphasis on finiction
Continued Continued
47 54
Figure 19
zz
Treatment Plan
@-- W
Medications...

...at 9:30 AM/PM. Your appointment has been scheduled with Dr. Smith. You

will **find** parking at the front of the building. Please check in at the front desk. Please...

...with you but do not take it before your procedure. This will help us to **determine** if the procedure has helped your pain. c3 Take your Inderal, medication for your blood...pain.
History of Present Illness:
Mr. Jones'pain started three months ago following a motor **vehicle** accident and was sudden in onset. The pain is located in the left leg, posterior thigh and lateral calf. The pain is burning, intermittent, radiating, shooting, and tingling in **quality** . He states that standing and walking make the pain worse. Lying down and taking pain...

10/3,K/16 (Item 16 from file: 349)
DIALOG(R)File 349:PCT FULLTEXT

00339391 **Image available**
SYSTEM AND METHOD FOR RISK TRANSFER AND DIVERSIFICATION THROUGH THE USE OF ASSURANCE ACCOUNTS
SYSTEME ET PROCEDE DE TRANSFERT ET DE DIVERSIFICATION DE RISQUE A L'AIDE DE COMPTES D'ASSURANCE
Patent Applicant/Assignee:
KING Douglas L,
BARCLAY Alasdair G,
WELLMAN Rockie C,
Inventor(s):
KING Douglas L,
BARCLAY Alasdair G,
WELLMAN Rockie C,
Patent and Priority Information (Country, Number, Date):
Patent: WO 9621903 A1 19960718
Application: WO 96US51 19960111 (PCT/WO US9600051)
Priority Application: US 9560 19950109
Designated States:
(Protection type is "patent" unless otherwise stated - for applications prior to 2004)
AL AM AU AZ BB BG BR BY CA CN CZ EE FI GE HU IS JP KG KP KR KZ LK LR LS LT LV MD MG MK MN MX NO NZ PL RO RU SG SI SK TJ TM TR TT UA UZ VN KE LS MW SD SZ UG AZ BY KZ RU TJ TM AT BE CH DE DK ES FR GB GR IE IT LU MC NL PT SE BF BJ CF CG CI CM GA GN ML MR NE SN TD TG
Publication Language: English
Fulltext Word Count: 19816

Main International Patent Class: **G06F-017/60**
Fulltext Availability:
Claims

Claim
... 10 which are contained the use and allocation parameters of the reserved assets; the credit **quality** and form criteria to which such reserved assets may be subject, including the underwriting or...enterprise, risks underwritten by a specific underwriter (5) or a group of Underwriters; or may **identify** one or more investment managers, (6) who will be 10 responsible for allocating said funds...

...preferably using the data processing system, a portion of future profits or agree on agreed **rates** of return

20 for funds to support these risks, With the assistance of the insurer...

...1
An entity known as the Front Street Corp. is created to act as a **vehicle** for issuance of a plurality of insurance 3S policies with each policy backed by a...

...events
occur the price and profitability of the building materials it sells increases, It also **determines** that immediately 35 after such events the price and capacity for property catastrophe insurance coverage...insurance capacity is limited and premiums are high, and be out of the market when **rates** are low and capacity in abundance. This is accomplished by the supplier's selecting an...them to the insurer-entity's Reserved
Assets held by various custodians, a means of **determining** the 20 insurer-entity's obligations to policyholders, capital participants, professionals, and other parties, and...

...This could change daily as the insurer-entity accepts new underwriting risks, pays claims, interest **rates** rise or fall, or a variety of other factors affect the liabilities of the insurer...

...reserves,
35 sourced from premium, and capital and/or debt support, each accreting at notional **rates** sufficient to accrue enough funds to meet each liabilities as it becomes due. As policies are
- 38
SUBSTITUTE SHEET (RULE 26)
issued ,, a "charge" or "security interest" is placed on the insurer-entity's Reserved Assets in...

...amount equal to these
present value amounts and their future increases based on notional compounding **rates** , Thus a portion of the 5enterprises current assets and future investment earnings is dedicated and matched to each policy obligation incurred. For instance, a policy **issued** to insure a $10 million residual value of an aircraft in 15 years, would only require the insurer-entity to set aside $3,624,460, at a notional 10 compounding **rate** of 7%. The insurer-entity would "charge" its Reserved Assets being a $3,624,460...
...issuance of policies accepting that risk,
The shares might provide for a minimum and maximum **rate** of dividend, based on underwriting and/or investment experience. The reserve documents would set out...

...investment earnings made by the
insurer-entity may be different from the investment crediting 30 **rate** allocated to the capital reserve for further dividend to the investor,
Investment reserves are accounts...

...SUBSTITUTE SHEET (RULE 26)
segregated to a specific custodian, Actual investment results or notional compounding **rates** could be used to reallocate a portion of amounts in investment reserves back

to capital...to these reserves may be
accounted for on a notional cost basis accreting at
prescribed **rates** , or on a mark-to-market basis indexed to
- 40
SUBSTITUTE SHEET (RULE 26)
specific...
...the future
revenues generated by the portfolio.
The reserve management subsystem provides a means
of **determining** the insurer-entity's obligations to
policyholders, capital participants, professionals, and other
parties, and matches...

...debt support to
continue underwriting at predetermined levels.
The subsystem also monitors changes in interest
rates which could increase or decrease underwriting capacity,
- 41
StiBSTITUTE SHEET (RULE 26)
as well as...

...thereby
profiting from market movements.
Another function of the subsystem is to assist in
asset **quality** surveillance and report degradation of assets
S within the insurer-entity's portfolio. The surveillance...instruments,
selling shares in
the entity, borrowing, or other means.
s Entity consultants may include **rating** agencies,
certified accountants, actuaries, consulting actuaries,
insurance and financial underwriters or other specialists in
finance...

...described in terms
of the preferred embodiments, However, those of skill in the
art will **recognize** that many variations of such embodiments
is exist. such variations are intended to be within...

```
Set     Items   Description
S1    3655449   RATE OR RATES OR RATED OR RATING OR RANK??? OR GRAD??? OR -
            EVALUAT? OR APPRAIS?
S2    1139219   AUTOMOBILE? OR AUTOMOTIVE OR AUTO OR AUTOS OR VEHICLE? OR -
            CAR OR CARS OR TRUCK? ? OR PICKUP? ? OR VAN OR VANS
S3     939592   CRAFTSMANSHIP OR WORKMANSHIP OR QUALITY
S4     207751   S1 AND S3
S5       9487   S4 AND S2
S6    3158464   IDENTIFY? OR IDENTIFYING OR DETERMIN??? OR FIND??? OR RECO-
            GNIZ???
S7    3445198   ISSUE? ? OR PROBLEM? ? OR CONCERN? ? OR CORRECTIVE()ACTION?
             ? OR GAPS
S8     455336   S6(S)S7
S9        490   S5 AND S8
S10   3978141   OPINION? ? OR VIEW? ? OR DATA
S11       191   S9 AND S10
S12       135   S11 NOT PY>2001
S13       126   RD (unique items)
S14       271   (ACTUAL OR TARGET OR STRETCH)()(RATING? OR GOAL? ?)
S15         0   S13 AND S14
S16   3758590   COMPUTERIZ? OR COMPUTERIS? OR ELECTRONIC? OR COMPUTER OR D-
            ATABASE OR WEB()BASED
S17        33   S13 AND S16
S18        33   RD (unique items)
File   2:INSPEC 1969-2005/Oct W2
         (c) 2005 Institution of Electrical Engineers
File  35:Dissertation Abs Online 1861-2005/Sep
         (c) 2005 ProQuest Info&Learning
File  65:Inside Conferences 1993-2005/Oct W3
         (c) 2005 BLDSC all rts. reserv.
File  99:Wilson Appl. Sci & Tech Abs 1983-2005/Sep
         (c) 2005 The HW Wilson Co.
File 474:New York Times Abs 1969-2005/Oct 16
         (c) 2005 The New York Times
File 475:Wall Street Journal Abs 1973-2005/Oct 14
         (c) 2005 The New York Times
File 583:Gale Group Globalbase(TM) 1986-2002/Dec 13
         (c) 2002 The Gale Group
File   8:Ei Compendex(R) 1970-2005/Oct W2
         (c) 2005 Elsevier Eng.  Info. Inc.
File  63:Transport Res(TRIS) 1970-2005/Aug
         (c) fmt only 2005 Dialog
File  81:MIRA - Motor Industry Research 2001-2005/Aug
          (c) 2005 MIRA Ltd.
```

Have all

Set	Items	Description
S1	842032	RATE OR RATES OR RATED OR RATING OR RANK??? OR GRAD??? OR EVALUAT? OR APPRAIS?
S2	577178	AUTOMOBILE? OR AUTOMOTIVE OR AUTO OR AUTOS OR VEHICLE? OR CAR OR CARS OR TRUCK? ? OR PICKUP? ? OR VAN OR VANS
S3	292359	CRAFTSMANSHIP OR WORKMANSHIP OR QUALITY
S4	49754	S1(S)S2
S5	1564	S4(S)S3
S6	1213498	IDENTIFY? OR IDENTIFYING OR DETERMIN??? OR FIND??? OR RECOGNIZ???
S7	1437215	ISSUE? ? OR PROBLEM? ? OR CONCERN? ? OR CORRECTIVE()ACTION? ? OR GAPS
S8	199219	S6(S)S7
S9	132	S5(S)S8
S10	16	S9 AND IC=G06F-017/60

File 348:EUROPEAN PATENTS 1978-2005/Oct W02
(c) 2005 European Patent Office
File 349:PCT FULLTEXT 1979-2005/UB=20051013,UT=20051006
(c) 2005 WIPO/Univentio

18/5/1 (Item 1 from file: 2)
DIALOG(R)File 2:INSPEC

07686206 INSPEC Abstract Number: B2000-10-6135-070, C2000-10-5260B-078
Title: Underwater video mosaics as visual navigation maps
Author(s): Gracias, N.; Santos-Victor, J.
Author Affiliation: Inst. Superior Tecnico, Lisbon, Portugal
Journal: Computer Vision and Image Understanding vol.79, no.1 p. 66-91
Publisher: Academic Press,
Publication Date: July 2000 Country of Publication: USA
CODEN: CVIUF4 ISSN: 1077-3142
SICI: 1077-3142(200007)79:1L.66:UVMV;1-R
Material Identity Number: D165-2000-008
U.S. Copyright Clearance Center Code: 1077-3142/2000/$35.00
Language: English Document Type: Journal Paper (JP)
Treatment: Practical (P)
Abstract: This paper presents a set of algorithms for the creation of underwater mosaics and illustrates their use as visual maps for underwater **vehicle** navigation. First, we describe the automatic creation of video mosaics, which deals with the **problem** of image motion estimation in a robust and automatic way. The motion estimation is based on a initial matching of corresponding areas over pairs of images, followed by the use of a robust matching technique, which can cope with a high percentage of incorrect matches. Several motion models, established under the projective geometry framework, allow for the creation of high **quality** mosaics where no assumptions are made about the camera motion. Several tests were run on underwater image sequences, testifying to the good performance of the implemented matching and registration methods. Next, we deal with the **issue** of **determining** the 3D position and orientation of a **vehicle** from new **views** of a previously created mosaic. The **problem** of pose estimation is tackled, using the available information on the camera intrinsic parameters. This information ranges from the full knowledge to the case where they are estimated using a self-calibration technique based on the analysis of an image sequence captured under pure rotation. The performance of the 3D positioning algorithms is **evaluated** using images for which accurate ground truth is available. (34 Refs)
Subfile: B C
Descriptors: **computer** vision; image matching; image sequences; motion estimation; underwater **vehicles**
Identifiers: underwater mosaics; underwater **vehicle** navigation; motion estimation; matching; robust matching; camera motion; image sequence
Class Codes: B6135 (Optical, image and video signal processing); C5260B (Computer vision and image processing techniques); C3390C (Mobile robots)

18/5/2 (Item 2 from file: 2)
DIALOG(R)File 2:INSPEC

07357955 INSPEC Abstract Number: B1999-10-0170E-034
Title: Using surface mount technology process audits as a tool in a continuous improvement program
Author(s): Belmonte, J.
Author Affiliation: Speedline-MPM, Franklin, MA, USA
Conference Title: IPC/SMTA Electronics Assembly Expo. Proceedings of the Technical Program p.S11aa-b
Publisher: Surface Mount Technol. Assoc, Edina, MN, USA

Publication Date: 1998 Country of Publication: USA 798 pp.
Material Identity Number: XX-1998-03539
Conference Title: Proceedings of IPC/SMTA Electronics Assembly Expo
Conference Date: 24-29 Oct. 1998 Conference Location: Providence, RI, USA
Language: English Document Type: Conference Paper (PA)
Treatment: Practical (P)
Abstract: In most operations, process improvement project selection is driven by the collective observations and input of the responsible process people or dictated by management based on their perceptions and/or viable performance **data** . However, questions remain as to whether we are selecting the correct projects, and, once the improvement project is implemented, how we know what the magnitude of the improvement was and whether it achieved the goals set. One solution is to conduct detailed, formal, systematic, periodic audits of the surface mount manufacturing operation. The audit **evaluates** the entire manufacturing process as a manufacturing system. All factors of the operation must be **evaluated** to ensure that there is not a weak link in the chain. The purpose of a manufacturing audit is to **evaluate** all systems, procedures, documentation, methods, organization, etc., that **determine** and manage process development, process control, process monitoring, the **corrective action** program, etc. The manufacturing audit is an assessment **vehicle** by which an operation can **evaluate** its performance with respect to the **electronics** industry's best in class. The goal of a manufacturing audit is to **identify** strengths and opportunities for improvement in the area of **quality** (yields) and throughput. **Evaluating** the entire manufacturing operation to understand the systems and procedures that control the process, how they are followed, and if continuous improvement is driven throughout the organization does this. The manufacturing audit is designed to foster continuous improvement and ensure that manufacturing systems achieve total customer satisfaction. (0 Refs)
Subfile: B
Descriptors: manufacturing resources planning; printed circuit manufacture; process control; process monitoring; **quality** control; surface mount technology
Identifiers: surface mount technology process audits; continuous improvement program tool; continuous improvement program; process improvement project selection; performance **data** ; project selection; improvement project; process improvement magnitude; formal audits; systematic audits; periodic audits; surface mount manufacturing operation; manufacturing process; manufacturing system; manufacturing audit; process development; documentation; process control; process monitoring; corrective action program; assessment **vehicle** ; **electronics** industry; **quality** ; process yields; throughput; manufacturing operation **evaluation** ; process control procedures; continuous improvement; customer satisfaction
Class Codes: B0170E (Production facilities and engineering); B2210D (Printed circuit manufacture); B0140B (Planning); B0170L (Inspection and quality control); B0170S (Control equipment and processes in production engineering)

18/5/3 (Item 3 from file: 2)
DIALOG(R)File 2:INSPEC

06177051 INSPEC Abstract Number: C9603-7160-036
Title: Simulation of transport and storage processes with the logistic simulator USE!-TransLog-restructuring plant logistics in the chemical **industry**

Author(s): Baron, C.P.
Author Affiliation: Dept. of Enterprise Modelling, Faunhofer-Inst. for Mater. Flow & Logistics, Dortmund, Germany
Conference Title: CISS. First Joint Conference of International Simulation Societies Proceedings p.406-10
Editor(s): Halin, J.; Karplus, W.; Rimane, R.
Publisher: SCS, San Diego, CA, USA
Publication Date: 1994 Country of Publication: USA xvii+816 pp.
Material Identity Number: XX95-02712
Conference Title: Proceedings of CISS-First Joint Conference of International Simulation Societies
Conference Date: 22-25 Aug. 1994 Conference Location: Zurich, Switzerland
Language: English Document Type: Conference Paper (PA)
Treatment: Practical (P)
Abstract: Using an industrial project with the chemical industry as example the paper describes the requirements upon a simulation tool for analyzing plant logistic concepts, which finally led to the design of the logistic simulator USE!-TransLog. In this context, plant logistic **issues** span from procurement, storage and distribution of raw material, packing and final products to restructuring of plant layout and **evaluation** of different transport organizations. Fundamental to any analysis of a logistical system, independent of its application area, is the systematic description of the dynamic logistic key benchmarks "throughput", "flowtime", "resource utilization", "work in process inventory" and "due date promise level". Incorporating a wide choice of modelling elements, the graphically supported simulation tool aids in **identifying** the values of these key benchmarks, which describe the varying system characteristics resulting from alternative plant logistic concepts. Hence, the integration of simulation methodology in the planning process reveals existing development potentials and increases planning **quality** and safety. Special emphasis has been laid on an adequate representation of the transport processes, including various dispatching rules, **vehicle** interactions such as blocking or reloading, traffic congestions, **vehicle** capacities and a hierarchical routing control concept. (0 Refs)
Subfile: C
Descriptors: chemical industry; **computer** aided production planning; digital simulation; logistics **data** processing; transportation
Identifiers: storage processes; transport process simulation; logistic simulator; USE!-TransLog; plant logistics; chemical industry; industrial project; simulation tool; transport organizations; systematic description; dynamic logistic key benchmarks; resource utilization; work in process inventory; due date promise level; graphically supported simulation tool; system characteristics; alternative plant logistic concepts; simulation methodology; planning process; planning **quality** ; dispatching rules; **vehicle** interactions
Class Codes: C7160 (Manufacturing and industrial administration); C6185 (Simulation techniques); C7450 (Chemical engineering computing); C3350G (Control applications in chemical and oil refining industries); C7480 (Production engineering computing)

18/5/4 (Item 1 from file: 35)
DIALOG(R)File 35:Dissertation Abs Online

01826536 ORDER NO: AADAA-I0802529
Towards perceptual intelligence: Statistical modeling of human individual and interactive behaviors

Author: Oliver, Nuria M.
Degree: Ph.D.
Year: 2000
Corporate Source/Institution: Massachusetts Institute of Technology (0753)
Adviser: Alex P. Pentland
Source: VOLUME 62/03-B OF DISSERTATION ABSTRACTS INTERNATIONAL. PAGE 1466.
Descriptors: **COMPUTER** SCIENCE ; ENGINEERING, **ELECTRONICS** AND ELECTRICAL
Descriptor Codes: 0984; 0544

This thesis presents a computational framework for the automatic recognition and prediction of different kinds of human behaviors from video cameras and other sensors, via <italic>perceptually intelligent systems</italic> that automatically sense and correctly classify human behaviors, by means of <italic> Machine Perception</italic> and <italic>Machine Learning</italic> techniques. In the thesis I develop the statistical machine learning algorithms (dynamic graphical models) necessary for detecting and recognizing individual and interactive behaviors. In the case of the interactions two Hidden Markov Models (HMMs) are coupled in a novel architecture called Coupled Hidden Markov Models (CHMMs) that explicitly captures the interactions between them. The algorithms for learning the parameters from **data** as well as for doing inference with those models are developed and described. Four systems that experimentally **evaluate** the proposed paradigm are presented: (1) LAFTER, an automatic face detection and tracking system with facial expression recognition; (2) a Tai-Chi gesture recognition system; (3) a pedestrian surveillance system that recognizes typical human to human interactions; (4) and a SmartCar for driver maneuver recognition.

These systems capture human behaviors of different nature and increasing complexity: first, isolated, single-user facial expressions, then, two-hand gestures and human-to-human interactions, and finally complex behaviors where human performance is mediated by a machine, more specifically, a **car** . The metric that is used for quantifying the **quality** of the behavior models is their accuracy: how well they are able to **recognize** the behaviors on testing **data** . Statistical machine learning usually suffers from lack of **data** for estimating all the parameters in the models. In order to alleviate this **problem** , synthetically generated **data** are used to bootstrap the models creating 'prior models' that are further trained using much less real **data** than otherwise it would be required. The Bayesian nature of the approach let us do so.

The predictive power of these models lets us categorize human actions very soon after the beginning of the action. Because of the generic nature of the typical behaviors of each of the implemented systems there is a reason to believe that this approach to modeling human behavior would generalize to other dynamic human-machine systems. This would allow us to recognize automatically people's intended action, and thus build control systems that dynamically adapt to suit the human's purposes better. (Copies available exclusively from MIT Libraries, Rm. 14-0551, Cambridge, MA 02139-4307. Ph. 617-253-5668; Fax 617-253-1690.)

18/5/5 (Item 2 from file: 35)
DIALOG(R)File 35:Dissertation Abs Online

01791584 ORDER NO: AADAA-I9999031
Adaptive space-time signal processing for wireless communication and sensor

systems

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Source: VOLUME 61/12-B OF DISSERTATION ABSTRACTS INTERNATIONAL. PAGE 6637. 216 PAGES
Descriptors: ENGINEERING, **ELECTRONICS** AND ELECTRICAL
Descriptor Codes: 0544
ISBN: 0-493-07566-6

It is estimated that the number of internet users and the number of cellular phone users worldwide will soon reach more than one billion. Now, wireless communication is witnessing a rapid growth in technology, markets, and range of services. The trends include requiring wireless communication systems to link with the wireline infrastructure for internet accessing, to improve the robustness in time-variant multipath environment for mobile communication, to reduce the system complexity for economic and power constraints, and to enhance the spectrum efficiency of high- **rate** transmission over limited bandwidth.

An attractive approach for providing low-complexity and reliable transmission over frequency-selective fading multipath environment is the use of orthogonal frequency division multiplexing (OFDM) modulation. Another unrelated promising approach for improving bandwidth efficiency, transmission speed, and reliability is the use of antenna arrays. The first goal of this thesis is to explore methodologies for integrating these two approaches. Consequently, we propose advanced space-time signal processing algorithms to combine OFDM modulation and multiple-antenna systems. The research begins with investigating appropriate channel and signal models to characterize the time-variant multipath nature of wireless propagation. We then apply various signal processing algorithms to improve the system performance in terms of bit error **rate** (BER) and transmission **rate** . Analytical **evaluations** and simulations have been performed to investigate the system performance. To save computational work and reduce operational time, various approaches are proposed based on QR decomposition and parallel processing architectures. To show the performance of the OFDM multiple antenna system in the real world, a practical example applying OFDM multiple-antenna system to avionics telemetry is given.

To further enhance the channel capacity and bandwidth efficiency of OFDM multiple-antenna systems, optimal power and bit allocation methods subject to power and **quality** of service constraints are derived. The optimal solution is the 2-D water-filling form embedded in the space and frequency domains. To attain the performance in the time-varying environment, various channel estimators for channel tracking and optimal training sequences for channel acquisition are also designed. We **evaluate** the system performance in terms of BER, channel estimation error, and outage capacity under different angle spread, number of antennas, and Doppler spread conditions.

Space time signal processing can be applied not only to wireless communications but also to acoustics and seismic **problems** . Therefore, the second part of this dissertation applies space time signal processing algorithms with acoustic or seismic sensor-array to perform sources localization, tracking, separation, extraction, enhancement, classification and recognition. The methods that have been applied include 2-D wideband Multiple Signal Classification (MUSIC) algorithm, Least Square (LS), Total Least Square (TLS), Bounded **Data** Uncertainty (BDU) source localizers, forward-backward and dynamic programming time-delay trackers, maximum power (MP) collection beamforming, blind MP beamforming, Hidden Markov Model

(H.M.M.) speech **recognizer** and nonlinear-dynamics signal classification methods. The applications include speaker localization and speech recognition in multimedia conference room, user localization for cellular systems, **vehicle** tracking and classification in the field for security surveillance, hands-free communication, hearing aids, music recording, seismic and underwater propagations, etc. The performance of the signal processing algorithms and sensor-array systems are **evaluated** through both **computer** simulations and field testing.

18/5/6 (Item 3 from file: 35)
DIALOG(R)File 35:Dissertation Abs Online

01644910 ORDER NO: AAD98-32682
THEORY AND EVIDENCE ON THE CHARACTERISTICS OF TRANSACTIONS IN NEW AND USED DURABLE MARKETS (DURABLE MARKETS, VERTICAL DIFFERENTIATION)

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Source: VOLUME 59/05-A OF DISSERTATION ABSTRACTS INTERNATIONAL.
PAGE 1689. 182 PAGES
Descriptors: ECONOMICS, COMMERCE-BUSINESS ; BUSINESS ADMINISTRATION, MARKETING ; ECONOMICS, GENERAL
Descriptor Codes: 0505; 0338; 0501

This dissertation studies three aspects of trade in new and used durable markets. The first chapter develops a microeconomic model of the inter-relationship of new and used durable markets. It applies a model of vertical differentiation in an overlapping generations framework to the new-used good market. Heterogenous consumers maximize utility by specializing in durables of a particular age. The hypotheses generated by the model are tested using a **database** of 160,000 **vehicle** ownership transfers recorded with the Illinois Secretary of State, price **data** from the National **Auto** Dealers Association, and **quality data** from Consumer Reports.

The first chapter's model has implications for the ownership duration of durable goods. The second chapter develops an approach to modelling duration **data** that is more general than the commonly applied Proportional Hazard (PH) model. The PW approach makes very strong assumptions about the hazard **rate** and its interaction with covariates. If these assumptions do not hold, the PH model will induce specification error. Another **issue** is that some applications are interested in the change in the hazard's shape; this information is lost in a PH model since a uniform baseline hazard is assumed. This chapter develops a new approach that permits multiple baseline hazards and group-specific unobserved heterogeneity--while preserving the ability to **identify** and control for unobserved heterogeneity.

The third chapter **concerns** firm strategy. In many markets firms are constrained by high development costs or the need to achieve economies of scale in manufacturing. The constraints inherent in this market limit future product development to Incremental Product Designs (IPD): a modification of, or an add-on to, a base/platform unit. This dissertation uses a Hotelling-style horizontal product differentiation model to study firm strategy in markets where firms offer an IPD. I demonstrate that this is a price discrimination strategy. It allows a firm to offer a lower price to the consumers in the center who **determine** market share, while charging a higher price to the consumers on the edges of the product space.

18/5/7 (Item 4 from file: 35)
DIALOG(R)File 35:Dissertation Abs Online

01527492 ORDER NO: AAD97-03582
ELECTRONIC **PUBLISHING AND INTERACTIVE ADVERTISING: TOWARD A NORMATIVE THEORY FOR MEDIA PLANNING**
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Year: 1996
Corporate Source/Institution: UNIVERSITY OF FLORIDA (0070)
Chair: KENT M. LANCASTER
Source: VOLUME 57/09-A OF DISSERTATION ABSTRACTS INTERNATIONAL. PAGE 3732. 153 PAGES
Descriptors: MASS COMMUNICATIONS ; BUSINESS ADMINISTRATION, MARKETING
Descriptor Codes: 0708; 0338

In March 1995, Sun.ONE, the **electronic** , interactive version of The Gainesville Sun, published in Gainesville, Florida, went online. While both provide news and entertainment, the **electronic** Sun differs in one critical aspect: It provides advertisers with a superior opportunity to assess advertising exposure. In the paper version, an advertiser has only a vague idea of whether a reader has seen a particular advertisement. The **electronic** version, however, eliminates the guesswork. With Sun.ONE, each time a reader calls up a news story or an advertisement, the event is recorded. Thus an advertiser can be relatively certain that a reader is exposed to the message.

Knowing whether or not a reader has been exposed to a particular advertisement has long been a **problem** for media planners, who attempt to **determine** whether a particular **vehicle** is efficient or cost-effective relative to the alternatives. While media planners know how many people are exposed to a publication or program, they do not know the precise number of readers or viewers exposed to a particular advertisement. Instead, they try to estimate exposure using various quantitative methods.

The purpose of the present study is to assess these traditional methods of media **evaluation** with respect to new interactive media and **electronic** publishing and to discover whether new **evaluative** methods will emerge.

The study found that traditional media **evaluation** tools apply to online advertising. The key difference is that online publishers can record each action or exposure. The concepts of advertising inquiry (click-through) **rates** and identifying high usage times are new media planning criteria that can be used to assess advertising in **electronic** publications. Advertising inquiry requires some level of involvement by users and is most akin to patterns of coupon clipping. Pinpointing peak traffic patterns could allow advertisers to pay for advertisements based on daypart, much like traditional broadcast media. The **evaluation** of interactive advertising permits the use of traditional tools while the development of new techniques holds promise not only for **electronic** publications, but for raising syndicated **data quality** supporting traditional media.

18/5/8 (Item 5 from file: 35)
DIALOG(R)File 35:Dissertation Abs Online

01306461 ORDER NO: AAD93-25089

THE IMPACT OF COMPUTER **INTEGRATED MANUFACTURING, FLEXIBLE MANUFACTURING SYSTEMS, AND GROUP TECHNOLOGY ON PRODUCT** QUALITY **(** COMPUTER **INTEGRATED MANUFACTURING)**

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Source: VOLUME 54/04-A OF DISSERTATION ABSTRACTS INTERNATIONAL. PAGE 1452. 197 PAGES
Descriptors: BUSINESS ADMINISTRATION, MANAGEMENT; OPERATIONS RESEARCH
Descriptor Codes: 0454; 0796

Recently, the success of advanced manufacturing technologies (AMTs) has drawn worldwide attention to the **quality issue** as a competitive edge in manufacturing strategy implementation. This dissertation investigates the impact of the intensity level of three forms of advanced manufacturing technologies i.e. **Computer** Integrated Manufacturing, Flexible Manufacturing Systems and Group Technology on four major **quality** aspects. These are **quality** costs, market and customer, total employee involvement, and **quality** techniques. Hypothesis testing with analyses of variance (ANOVA) was performed to **determine** whether there are statistically significant differences in these four aspects of **quality** among business units with different levels of AMTs. The sample of business units was drawn from five industries. These are: **Electronics** , Aerospace, Industrial Equipment, Metal Products, and **Automotive** . The survey response **rate** was 23%.

An intensity index was developed for the purpose of this study. The index is the multiplicative impact of: (1) (CIM) **Computer** Integrated Manufacturing; (2) (FMS) Flexible Manufacturing Systems; (3) (GT) Group Technology on **quality** .

Based on this index, cluster analysis was utilized. The results of cluster analysis showed that our **data** are best interpreted by three clusters that define different intensities of AMTs. ANOVA results reveal that significant differences in the four aspects of **quality** exist among business units with different intensity levels of AMTs.

The contribution of this study is apparent in the development of the Intensity Index of AMTs. The index is a unique way of quantifying the concept of levels of AMTs.

The implications of the study are multifaceted. First, the higher the levels of AMTs, the more likely that business units will outperform their counterparts with low intensity levels of AMTs. Second, managers or practitioners may use the concept of the intensity levels to benchmark the performance of their companies against that of their competitors.

The findings of this study are limited by the following factors: (1) It is applicable to the five industries mentioned in our study. (2) It deals with just three forms of Advanced Manufacturing Technologies, that is **Computer** Integrated Manufacturing, Flexible Manufacturing Systems and Group Technology. (3) It concentrates on four aspects of **quality** management. These are **quality** costs; marketing and consumer; total employee involvement and **quality** tools.

18/5/9 (Item 6 from file: 35)

01238663 ORDER NO: AAD92-28299
MANAGING CROSS-FUNCTIONAL PROBLEM-SOLVING: A STUDY OF LIFTGATE ENGINEERING AT FORD OF EUROPE (FORD MOTOR COMPANY OF EUROPE)

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Source: VOLUME 53/05-A OF DISSERTATION ABSTRACTS INTERNATIONAL. PAGE 1589. 579 PAGES
Descriptors: BUSINESS ADMINISTRATION, MANAGEMENT; ENGINEERING, **AUTOMOTIVE** ; **COMPUTER** SCIENCE
Descriptor Codes: 0454; 0540; 0984

This research explores the micro-foundations of effective cross-functional problem-solving in engineering through a detailed study of working level interactions among engineers at the Ford Motor Company of Europe. The thesis explores the character of working-level engineering capabilities and interactions in Ford's traditional new product development process, describes a new simultaneous engineering process, and investigates how capabilities and interactions changed during active experimentation with the new process.

Ford's traditional development process was explored through a detailed clinical study of the development of a representative portion of the **automobile** , the liftgate or tailgate. This clinical field work was supplemented by **data** collection and analysis that characterized the performance of the traditional approach, along dimensions such as lead time, design **quality** and engineering productivity. A new approach to liftgate engineering that combined elements of simultaneous engineering, structured problem-solving and **computer** support was then developed, and active experiments with the new approach were carried out. On the basis of observations of the traditional and simultaneous engineering processes, a conceptual framework and some simple mathematical models, intended to illuminate key issues in the management of cross-functional problem-solving, are proposed.

In the conceptual framework, the central objective of cross-functional **problem** -solving is the creation of powerful shared interpretative frameworks through cycles of **problem** -framing and **problem** solving. In these cycles, groups of specialists **identify** , **evaluate** and resolve **gaps** in existing knowledge and differences in beliefs, interests and language. Effectiveness in this process is linked to: (1) the nature of the technical interdependencies linking the **problem** -solving efforts of specialist engineers, (2) the structure of **problem** -solving conversations among engineers, and (3) the particular **problem** -solving strategies used by engineers to: (a) develop and validate models of customer needs and technical solutions, (b) manage complexity, (c) learn and negotiate, and (d) retain design knowledge for use in subsequent development programs.

The role of structured engineering methodologies in fostering and accelerating changes in engineering capabilities is also explored. Finally a mathematical model of engineering as a learning and bargaining game is proposed.

18/5/10 (Item 7 from file: 35)
DIALOG(R)File 35:Dissertation Abs Online

01135210 ORDER NO: AAD90-34530
ASYMPTOTIC ANALYSIS AND SYNTHESIS OF SERIAL PRODUCTION SYSTEMS (MANUFACTURING)
Author: TOP, FERUDUN
Degree: PH.D.
Year: 1990

Corporate Source/Institution: THE UNIVERSITY OF MICHIGAN (0127)
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Source: VOLUME 51/07-B OF DISSERTATION ABSTRACTS INTERNATIONAL. PAGE 3519. 148 PAGES
Descriptors: ENGINEERING, INDUSTRIAL; OPERATIONS RESEARCH; ENGINEERING, SYSTEM SCIENCE
Descriptor Codes: 0546; 0796; 0790

Asymptotic models of synchronous and asynchronous serial production systems are introduced and analyzed. The results obtained indicate that these asymptotic models are, on one hand, simpler for analysis than traditional models discussed in the literature for the last 25 years and, on the other hand, are sufficiently rich to reflect the behavior of real manufacturing systems.

As far as the analysis is concerned, an asymptotic theory is developed that leads to the calculation of the average production **rate** and buffer occupancies as functions of systems parameters. Therefore, the theory presented here can be used an an inexpensive tool for analyzing manufacturing processes in mass production systems eliminating, in some cases, the necessity of complex and costly **computer** simulations.

From the point of **view** of the synthesis of synchronous serial production systems, the dissertation considers three design problems: (1) the optimal workforce assignment problem, (2) the simultaneous workforce and buffer capacity assignment problem and (3) buffer capacity assignment problem. It is shown that the optimality in design problems (1) and (3) is achieved if and only if the so-called dynamic buffer and machine balancing conditions, derived in the thesis, are satisfied, respectively. The optimality in design problem (2), however, is ensured by either of the dynamic balancing conditions and the optimally designed (dynamically balanced) system satisfies both conditions.

It is generally **recognized** that the synchronous serial production lines are advantageous from the production **rate** point of **view** whereas the asynchronous ones ensure a higher **quality** . Both, however, are usually run in a balanced mode where the cycle times of all machines are identical. In the present dissertation, it is shown that the asynchronous lines, being run in an appropriate unbalanced mode, could have a production **rate** close to that of the synchronous lines. To this end, the dissertation formulates the **problem** of optimal cycle time assignment and gives a solution to this **problem** . It turns out that, in this **problem** too, the optimality is achieved if and only if the dynamic buffer balancing condition is satisfied.

The findings of the thesis are then applied to a case study of a paint shop system in a modern **automobile** assembly plant, and the improvement in the average production **rate** , predicted theoretically and observed practically, is reported.

18/5/11 (Item 8 from file: 35)
DIALOG(R)File 35:Dissertation Abs Online

834518 ORDER NO: AAD84-03469
THE RISK STRUCTURE OF INTEREST RATES
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Source: VOLUME 44/11-A OF DISSERTATION ABSTRACTS INTERNATIONAL. PAGE 3450. 553 PAGES
Descriptors: ECONOMICS, FINANCE

Descriptor Codes: 0508

The accuracy of measured bond yields has always been a point of special **concern** to students of financial markets. Published regularly, such yields are faithfully analyzed--by traders and economists alike--generally without adequately addressing the question of measurement error. At best, this represents inefficient use of information; worse, incorrect inferences could be made about the structure and efficiency of financial markets. This study attempts to construct an empirical model to analyze the structure of the bond market, to **identify** possible determinants of such structure, and to represent relationships between yields of differing- **quality** bonds, with explicit treatment of the nature of measurement errors in those yields.

The Box-Jenkins technique of time-series analysis was employed on bond yield series from Moody's, S&P's, and **computer** simulation. The Moody's **data** was first subjected to univariate modelling. Price level was then included in a multivariate model to ascertain its relationship with bond yields. Finally, two models of measurement errors were developed to help explain the effect of non-trading and temporal and contemporaneous aggregation.

The Moody's monthly **data** were found to follow a moving-average process. The log-ratio of two yield series proved to be a more suitable measure of risk structure among bonds of different ratings. This risk structure follows an **auto** -regressive process of order one--a result of combining two non-independent integrated-moving-average processes.

Inflation is the most important determinant of bond yields and their risk structure. Anticipated inflation has roughly equal impact on all corporate bond yields, while unanticipated inflation affects lower- **quality** bonds more. Temporal aggregation induces autocorrelation in theoretically-correct random-walk yield series. Non-trading, combined with contemporaneous aggregation, increases autocorrelation further, turning those series into moving-average processes.

Finally, a comparison between Moody's composites and S&P's individual series showed that published composites are less affected by inflation than individual yields. Since the selection process of bonds for a composite focuses mainly on those risk characteristics appropriate to that a particular **rating** , risk structures calculated from published averages usually show more stability than those calculated from individual yields.

18/5/12 (Item 9 from file: 35)
DIALOG(R)File 35:Dissertation Abs Online

752030 ORDER NO: AAD81-15152
A MODEL OF TRAFFIC FLOW AT FREEWAY CONSTRUCTION LANE CLOSURES0
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Source: VOLUME 42/02-B OF DISSERTATION ABSTRACTS INTERNATIONAL. PAGE 707. 273 PAGES
Descriptors: ENGINEERING, CIVIL
Descriptor Codes: 0543

This study was undertaken with the goal of developing a **computer** -based methodology for the **evaluation** of traffic control systems at freeway construction lane closures.

This was accomplished through the development and field validation of a digital-simulation, microscopic traffic flow model using the GASP IV simulation language.

The model incorporates several features not available in current freeway traffic simulators. These include (1)driver behavioral characteristics in selecting merge and speed stimuli at freeway lane closures, (2)design and performance standards of all traffic control devices (TCD) utilized at a lane closure site, and finally, (3)a flexible **data** collection system which permits the gathering of traffic measurements at any of ten locations (user specified) in the construction zone.

Moreover, the model simulates the impact of **trucks** in occluding traffic control devices from driver's sight as well as the effect of high-density traffic in decreasing the amount of time fixations on various TCD.

Outputs from the model include the distribution of spot speeds and time headways at selected locations in the warning, approach and transition areas of the zone. In addition, distributions of **vehicle** delays, lane changes and speed gradient (= acceleration noise/mean running speed ratio) are generated at the end of each simulated interval.

The model has been tested and validated with field observations taken at a construction site experiencing moderate-to-high approach volume conditions. Field studies also indicated that drivers' merging behavior (i.e., when/where to merge) is not solely dependent on the design features of the advance warning devices but also, and perhaps more importantly, on the perceived risk in delaying the maneuver (i.e., lane change) until it was clearly necessitated (i.e., proximity to lane drop or passing slower **vehicles** ahead). It was therefore suggested that at sites with volumes below 1000 vph, the implementation of current MUTCD standards would be quite adequate and sufficient.

An extensive number of **computer** experiments were conducted in order to investigate the impact of approach volumes, proportion of **trucks** , drivers' merging and speed strategies and maximum effective warning distance on some selected measures of performance (MOP). The analysis of variance techniques were utilized in this portion of the study. Measures of performance included mean **vehicle** delay, mean speed gradient, standard deviation of speed at the taper, proportion of lane changes prior to 400' from taper and probability of open lane disturbances (defined as the product of proportion of closed lane **vehicles** stranded at taper and proportion of time headways (LESSTHEQ) one second in the open lane at the transition zone).

The analysis of results indicated that approach volumes had a statistically significant effect on all MOP under study. This finding elicited a common drawback in the reviewed studies pertaining to the **evaluation** of freeway construction lane closures; that is, the confinement of **evaluation** measures (i.e., speeds, conflicts, etc.) to freeflow **vehicles** only. Among other results, the analysis suggests that additional traffic engineering measures are needed to promote early lane changes at freeway construction lane closures experiencing traffic volumes in excess of 1000 vph. Moreover, the effectiveness of these measures would be optimal if a one-mile warning distances is also guaranteed.

Finally, the study of speed control strategies indicated that the use of reduced speed limits at freeway construction lane closures is, in general, detrimental to the **quality** of traffic flow. Excessive speed reduction invariably led to an increase in the open lane traffic density near the transition area. This in turn reduced the probability of **finding** acceptable **gaps** for merging **vehicles** , thus forcing a number of them into the non-recovery zone, i.e., within the stopping distance of the construction lane taper.

18/5/13 (Item 1 from file: 8)

07072095 E.I. No: EIP04438416549
Title: A JAVA system supporting fuzzy controller design in robotics
Author: Attolico, G.; Maggio, G.; Itta, A.
Corporate Source: Ist. Elaborazione Segnali/Immagini Consiglio Nazionale Delle Ricerche, 70126 Bari, Italy
Source: Advances in Intelligent Systems and Computer Science Advances in Intelligent Systems and Computer Science 1999. p 132-138
Publication Year: 1999
ISBN: 9608052165
Language: English
Document Type: JA; (Journal Article) Treatment: T; (Theoretical)
Journal Announcement: 0410W4
Abstract: The paper addresses the **problem** of designing fuzzy reactive controllers for robotics applications. Describing the straight association between input and output spaces required by this kind of controllers involves several critical choices (especially fuzzification of input and output variables and rule base drawing) heavily affected by the subjective skills of the designer. Automatic tools working on suitable training samples can greatly simplify and making more objective this process. The paper describes a system developed for supporting all the design phases of fuzzy controllers. The platform-independent JAVA language has been choosen in order to obtain the benefits of object-oriented environments and develop an easily portable system, including its graphical user interface. The system offers a graphic user interface allowing four different modalities for interacting with a real **vehicle** in order to execute the desired task: the strategy used by the operator is recorded (in terms of examples of the association between sensory **data** and control commands). A few tools supports the operator during this phase by providing graphic and/or audio feedback about the **quality** of its driving with respect to previously defineable criteria. The collected examples are then analysed by a module using a machine-learning based algorithm for **identifying** the inputs really relevant for each situation and for drawing rules suited for replicating the control strategy. Our experiments show that the operator does not need to be concerned with fuzzy logic and control: his only care is to execute the task at its best. As a further advantage, the use of fuzzy rules for describing the automatically derived control strategy allows its eventual validation and/or refinement by human engineers. Five operators, with different characteristics with respect to knowledge of fuzzy logic and driving skills, have been used for obtaining different training sets related to the task of driving a real **vehicle** along the right-hand wall in an indoor environment. The results obtained by the corresponding rule bases, generated by the system, are shown and discussed in order to **evaluate** the effectiveness of the approach. 7 Refs.
Descriptors: *Robotics; Java programming language; **Computer** systems; Fuzzy control; Graphical user interfaces; Robustness (control systems); Charge coupled devices; Approximation theory; Algorithms
Identifiers: Reactive control; Fuzzy controllers; Rule-base drawing; Supervised learning
Classification Codes:
723.1.1 (Computer Programming Languages)
731.5 (Robotics); 723.1 (Computer Programming); 731.1 (Control Systems); 722.2 (Computer Peripheral Equipment); 714.2 (Semiconductor Devices & Integrated Circuits); 921.6 (Numerical Methods)
731 (Automatic Control Principles & Applications); 723 (Computer Software, Data Handling & Applications); 722 (Computer Hardware); 714

(Electronic Components & Tubes); 921 (Applied Mathematics)
73 (CONTROL ENGINEERING); 72 (COMPUTERS & DATA PROCESSING); 71 (ELECTRONICS & COMMUNICATION ENGINEERING); 92 (ENGINEERING MATHEMATICS)

18/5/14 (Item 2 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)

05902759 E.I. No: EIP01416676438
Title: A robust machine vision system design to facilitate the automation of surface appearance inspections
Author: Parker, J.M.
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Conference Title: 2001 IEEE/ASME International Conference on Advanced Intelligent Mechatronics Proceedings
Conference Location: Como, Italy Conference Date: 20010708-20010712
E.I. Conference No.: 58428
Source: IEEE/ASME International Conference on Advanced Intelligent Mechatronics, AIM v 1 2001. p 87-92 (IEEE cat n 01TH8556)
Publication Year: 2001
Language: English
Document Type: CA; (Conference Article) Treatment: T; (Theoretical)
Journal Announcement: 0110W2
Abstract: The performance demands on coated surfaces (e.g., **automotive** paints) are considerable. Though the primary purpose of **automotive** paints is to protect the **car** body from corrosion, it has been well established that the appearance of a painted surface greatly affects a customer's perception of that product's **quality** . **Automotive** manufacturers spend considerable sums on the painting process during manufacturing and, again, on warranty-covered claims of paint-related **problems** . Therefore, robust methods to both characterize and monitor surface **quality** are critical. Existing **quality** control methods expert inspectors are generally effective in assessing perceived appearance; however, they are often labor intensive, time-consuming and can be subjective. Optical techniques conducted offline are generally robust and objective; however, they are not always effective in assessing perceived surface appearance. Furthermore, neither option effectively **determines** and maintains optimal processing conditions to consistently produce a **quality** finish and mitigate defects. An intelligent automated process that incorporates the effects of perception can facilitate an effective analysis of surface **quality** and appearance, in addition to maintaining optimal processing conditions for producing a desirable appearance. A long-term research goal is the development of a robust, automated, in-line monitoring system which controls critical painting process parameters based, in part, upon captured image **data** which correlates strongly with human visual assessment. As a significant first step, this paper presents captured images and derived image attributes that correlate strongly with both objective measurements and a visual **ranking** of specular painted samples. 23 Refs.
Descriptors: *Systems analysis; **Computer** vision; **Quality** control; Paint; Automation; Light reflection; Surface roughness; Mathematical models ; **Automobile** manufacture; Corrosion prevention; Protective coatings
Identifiers: Human visual assessment
Classification Codes:
912.3 (Operations Research); 723.5 (Computer Applications); 741.2 (Vision); 913.3 (Quality Assurance & Control); 813.2 (Coating Materials); 741.1 (Light & Optics); 931.2 (Physical Properties of Gases, Liquids & Solids); 662.1 (Automobiles); 539.2 (Corrosion Protection)

912 (Industrial Engineering & Management); 723 (Computer Software, Data Handling & Applications); 741 (Light, Optics & Optical Devices); 913 (Production Planning & Control; Manufacturing); 813 (Coatings & Finishes); 731 (Automatic Control Principles & Applications); 931 (Applied Physics Generally); 921 (Applied Mathematics); 662 (Automobiles & Smaller Vehicles); 539 (Metals Corrosion & Protection; Metal Plating)
91 (ENGINEERING MANAGEMENT); 72 (COMPUTERS & DATA PROCESSING); 74 (LIGHT & OPTICAL TECHNOLOGY); 81 (CHEMICAL ENGINEERING, PROCESS INDUSTRIES); 73 (CONTROL ENGINEERING); 93 (ENGINEERING PHYSICS); 92 (ENGINEERING MATHEMATICS); 66 (AUTOMOTIVE ENGINEERING); 53 (METALLURGICAL ENGINEERING, GENERAL)

18/5/15 (Item 3 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)

05759464 E.I. No: EIP01015487014
Title: Comparison of speed-acceleration profiles from field data **with NETSIM output for modal air** quality **analysis of signalized intersections**
Author: Hallmark, Shauna L.; Guensler, Randall
Corporate Source: Georgia Inst of Technology, Atlanta, GA, USA
Source: Transportation Research Record n 1664 1999. p 40-46
Publication Year: 1999
CODEN: TRREDM ISSN: 0361-1981
Language: English
Document Type: JA; (Journal Article) Treatment: G; (General Review); T; (Theoretical)
Journal Announcement: 0102W5
Abstract: New **vehicle** modal emissions **rate** models will assess emissions as a function of specific operating mode or engine load surrogates. These new models require that **vehicle** activity be input by fraction of time spent in different operating modes. However, the ability to realistically model on-road modal **vehicle** activity currently limits the implementation of these models. Few **data** on how **vehicles** operate in a real-world setting exist. Simulation models offer attractive advantages for modal modeling. They are readily available and generally can be used with both simple and detailed **data** input. Simulation models were developed to model the impacts of signal timing, incidents, or design features on traffic flow and perform well for these applications. However, simulation models, such as CORSIM, use theoretical profiles of **vehicle** acceleration and speed relationships that have not been validated in the field. To **determine** the feasibility of using simulation models to predict on-road speed-acceleration profiles and to **identify** potential **problems** in their use as such, a study intersection was modeled in NETSIM, and the simulation output was compared with **data** collected from field studies of signalized intersections. Analyses of the simulation output and field **data** indicate that NETSIM does not adequately simulate instantaneous modal **vehicle** activity. NETSIM intersection activity shows higher fractions of hard accelerations left bracket greater than equivalent to 9.7 plus km/h/s (6 mph/s) right bracket than are demonstrated by field **data** for the study intersection. For midblock, the results indicate that field **data** demonstrate a much greater distribution of speeds and accelerations than the distribution modeled by NETSIM. (Author abstract) 19 Refs.
Descriptors: *Air **quality** ; Gas emissions; **Computer** simulation; Intersections; Traffic signals; Modal analysis; Mathematical models
Identifiers: Signalized intersections; Software package NETSIM
Classification Codes:
451.2 (Air Pollution Control); 443.1 (Atmospheric Properties); 451.1 (Air Pollution Sources); 723.5 (Computer Applications); 432.4 (Highway

Traffic Control)
451 (Air Pollution); 443 (Meteorology); 723 (Computer Software); 406 (Highway Engineering); 432 (Highway Transportation)
45 (POLLUTION & SANITARY ENGINEERING); 44 (WATER & WATERWORKS ENGINEERING); 72 (COMPUTERS & DATA PROCESSING); 43 (TRANSPORTATION)

18/5/16 (Item 4 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)

05720194 E.I. No: EIP00125430272
Title: On-line strategic control of liquid composite mould filling process
Author: Sozer, E.M.; Bickerton, S.; Advani, S.G.
Corporate Source: Univ of Delaware, Newark, DE, USA
Source: Composites - Part A: Applied Science and Manufacturing v 31 n 12 Dec 2000. p 1383-1394
Publication Year: 2000
CODEN: CASMFJ ISSN: 1359-835X
Language: English
Document Type: JA; (Journal Article) Treatment: T; (Theoretical); X; (Experimental)
Journal Announcement: 0101W3
Abstract: Liquid composite moulding (LCM) processes are used to manufacture high **quality** and complex-shaped fibre reinforced polymeric composite parts in the aerospace, **automotive** , marine and civil industries. A thermoset resin is injected into a mould cavity filled with a reinforcing fibrous preform. The composite part is demoulded after the filling is completed and resin has cured. During prototype development, the design engineers may combine their manufacturing experience with simulations to decide which LCM process must be used for the selected part. For complicated mould shapes, the manufacturing engineer has to make decisions about injection pressure, flow **rate** , location of gates and vents, etc. to achieve a high- **quality** composite part which is free of dry spots. Inherent variability in the process and the possible errors in characterization of material properties, such as fibre volume fraction and permeability, challenge the manufacturing engineer to reduce the number of unacceptable parts. An on-line strategic controller with in situ sensor **data** can influence the flow front pattern during mould filling and drive the process towards successful completion. Some of these variabilities are considered in off-line mould filling simulations. By analyzing the simulation results, the sensors are placed inside the mould to **identify** the variabilities and take **corrective action** (s) to eliminate voids. Sensor **data** and the control actions are cast in the form of a decision tree. **Data** acquisition software collects the in situ sensor **data** and implements the control actions from this decision tree. A case study was included in which various race-tracking and bulk permeability variations can be expected during manufacturing. The proposed controller is described in detail for this selected case study and its usefulness is verified with experiments. (Author abstract) 27 Refs.
Descriptors: *Fiber reinforced materials; Plastics molding; Thermosets; **Computer** simulation; Sensor **data** fusion; Decision theory; Trees (mathematics); Online systems
Identifiers: Resin transfer molding (RTM); Liquid composite molding (LCM) process
Classification Codes:
815.1.1 (Organic Polymers)
817.1 (Plastics Products); 816.1 (Plastics Processing); 815.1 (Polymeric Materials); 723.5 (Computer Applications); 723.2 (Data

Processing)
415 (Metals, Wood & Other Structural Materials); 817 (Plastics, Products & Applications); 816 (Plastics, Plant Equipment & Processes); 815 (Plastics & Polymeric Materials); 723 (Computer Software)
41 (CONSTRUCTION MATERIALS); 81 (CHEMICAL PROCESS INDUSTRIES); 72 (COMPUTERS & DATA PROCESSING)

18/5/17 (Item 5 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)

05489599 E.I. No: EIP00035071979
Title: Overview of three expert systems for crash data **collection**
Author: Thielman, Carol Y.; Griffith, Michael S.
Corporate Source: Veridian Engineering, Buffalo, NY, USA
Source: Transportation Research Record n 1665 1999. p 147-157
Publication Year: 1999
CODEN: TRREDM ISSN: 0361-1981
Language: English
Document Type: JA; (Journal Article) Treatment: G; (General Review)
Journal Announcement: 0004W3
Abstract: There is a demand by the highway safety community for better **quality** crash **data** to meet a wide variety of needs. The goal of the FHWA Crash **Data** Collection Expert System Program was to use expert systems technology to improve the accuracy and consistency of police-reported **data** . The program and the three expert systems developed and **evaluated** - seat belt use derivation; **vehicle** damage **rating** , including extent of deformation; and roadside barrier **problem** identification - are discussed here. In the program, police officers used pen-based computers that contain the expert systems to collect on-scene crash **data** . Embedded in the expert systems is **data** collection knowledge derived from experts in crash **data** collection and analysis. The expert systems use this knowledge to intelligently select the **data** to collect and assign values to elements. This knowledge is also included in on-line help screens that help the officer accurately **identify** the physical characteristics of the crash scene. The expert systems were **evaluated** during two field tests. The field test results indicate that the expert systems were well accepted by the officers, that the systems were validated by experts in the expert system domain areas, and that the officers collected **data** at an average of about 2 min per expert system. (Author abstract) 3 Refs.
Descriptors: *Highway accidents; Expert systems; **Data** acquisition; Knowledge acquisition; **Computer** aided analysis
Identifiers: **Data** collection
Classification Codes:
723.4.1 (Expert Systems)
432.1 (Highway Transportation, General); 914.1 (Accidents & Accident Prevention); 723.4 (Artificial Intelligence); 723.2 (Data Processing); 723.5 (Computer Applications)
432 (Highway Transportation); 914 (Safety Engineering); 723 (Computer Software)
43 (TRANSPORTATION); 91 (ENGINEERING MANAGEMENT); 72 (COMPUTERS & DATA PROCESSING)

18/5/18 (Item 6 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)

05489588 E.I. No: EIP00035071968

Title: Development of access spacing guidelines for nonfreeway weaving environments

Author: Jacobson, Marc; Nowlin, Lewis; Henk, Russell H.

Corporate Source: Texas Transportation Inst, San Antonio, TX, USA

Source: Transportation Research Record n 1665 1999. p 59-67

Publication Year: 1999

CODEN: TRREDM ISSN: 0361-1981

Language: English

Document Type: JA; (Journal Article) Treatment: G; (General Review)

Journal Announcement: 0004W3

Abstract: Access on the frontage road in close proximity to exit ramp terminals can amplify the amount and severity of weaving that occurs and can lead to operational and safety **problems** on the frontage road. Research activities directed at **evaluating** the operation of frontage roads with unsignalized marginal access located at different distances from exit ramp terminal points and developing guidelines for appropriate spacing under these conditions are summarized here. The basic research approach consisted of (a) analyzing accident **data** ; (b) observing operations in the field to **identify** distances required to safely make weaving maneuvers; and (c) developing an analytical model to predict the density of the weaving section on the frontage road as a function of frontage road volume, exit ramp volume, total driveway volume, frontage road configuration, and exit ramp to access spacing. The model was developed from the results of a **computer** simulation (using CORSIM) that was calibrated with field **data** from several frontage road sites in Texas. Results of the accident and weaving (field observation) analyses were used to develop a recommended minimum distance of 140 m between exit ramp terminal points and the nearest frontage road access; the analytical model was used to develop desirable spacing distances ranging from 140 to 300 m. The model was also used to **identify** possible level-of-service boundaries that can be used to assess the **quality** of service provided on a particular section of frontage road. (Author abstract) 7 Refs.

Descriptors: *Highway accidents; Accident prevention; Highway traffic control; Mathematical models; **Computer** simulation; **Automobile** drivers; Highway planning

Identifiers: Weaving; Exit ramps; Software package CORSIM

Classification Codes:

432.1 (Highway Transportation, General); 914.1 (Accidents & Accident Prevention); 432.4 (Highway Traffic Control); 406.1 (Highway Systems); 723.5 (Computer Applications)

432 (Highway Transportation); 914 (Safety Engineering); 406 (Highway Engineering); 921 (Applied Mathematics); 723 (Computer Software)

43 (TRANSPORTATION); 91 (ENGINEERING MANAGEMENT); 92 (ENGINEERING MATHEMATICS); 72 (COMPUTERS & DATA PROCESSING)

18/5/19 (Item 7 from file: 8)

DIALOG(R)File 8:Ei Compendex(R)

05348799 E.I. No: EIP99094766656

Title: Virtual reality as a tool for verification of assembly and maintenance processes

Author: de Sa, Antonino Gomes; Zachmann, Gabriel

Corporate Source: BMW AG, Munich, Ger

Source: Computers and Graphics (Pergamon) v 23 n 3 1999. p 389-403

Publication Year: 1999

CODEN: COGRD2 ISSN: 0097-8493

Language: English

Document Type: JA; (Journal Article) Treatment: T; (Theoretical)

Journal Announcement: 9910W2
Abstract: Business process re-engineering is becoming a main focus in today's efforts to overcome **problems** and deficits in the **automotive** and aerospace industries (e.g., integration in international markets, product complexity, increasing number of product variants, reduction in product development time and cost). In this paper, we investigate the steps needed to apply virtual reality (VR) for virtual prototyping (VP) to verify assembly and maintenance processes. After a review of today's business process in **vehicle** prototyping, we discuss CAD-VR **data** integration and **identify** new requirements for design **quality** . We present several new interaction paradigms so that engineers and designers can experiment naturally with the prototype. Finally, a user survey **evaluates** some of the paradigms and the acceptance and feasability of virtual prototyping for our key process. The results show that VR will play an important role for VP in the near future. (Author abstract) 19 Refs.
Descriptors: *Virtual reality; **Computer** aided design; Rapid prototyping
Identifiers: Virtual prototyping
Classification Codes:
723.5 (Computer Applications)
723 (Computer Software)
72 (COMPUTERS & DATA PROCESSING)

18/5/20 (Item 8 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)

05284150 E.I. No: EIP99054674413
Title: IP QoS: At the edge and in the core
Author: Monday, Mark
Corporate Source: Cisco Systems Inc
Source: Telecommunications (Americas Edition) v 33 n 4 1999. p 2
Publication Year: 1999
CODEN: TLCMDV ISSN: 0278-4831
Language: English
Document Type: JA; (Journal Article) Treatment: G; (General Review)
Journal Announcement: 9907W2
Abstract: Internet protocol (IP) networks are functioning full throttle and congestion is a common **problem** . **Quality** of service (QoS) methods can help real-time traffic without **quality** -degrading packet loss and delay. QoS refers to the ability to ensure that packet flow through the network is sustained at a maximum throughput and that some types of packets are able to get preferential treatment. IP QoS for real-time traffic delivers these packets with as little delay as possible even if there is congestion on the network. With QoS techniques, real-time traffic can **find** ways to avoid the congestion and recover packet loss, without retransmission or large delays.
Descriptors: *Internet; Network protocols; Voice/ **data** communication systems; Telecommunication traffic; Congestion control (communication); Packet networks; Packet switching; **Computer** architecture; Real time systems; Bandwidth
Identifiers: Internet protocol (IP); **Quality** of service (QoS); Real time transfer protocols (RTP); Resource reservation protocols (RSVP); Committed information **rate** (CIR); Committed access **rate** (**CAR**); Weighted random early detect (WRED); Multiprotocol label switching (MPLS); Ethernet; Transmission control protocol (TCP)
Classification Codes:
722.4 (Digital Computers & Systems)
723 (Computer Software); 716 (Radar, Radio & TV Electronic Equipment); 717 (Electro-Optical Communications); 718 (Telephone & Line

Communications); 722 (Computer Hardware)
72 (COMPUTERS & DATA PROCESSING); 71 (ELECTRONICS & COMMUNICATIONS)

18/5/21 (Item 9 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)

04266175 E.I. No: EIP95102892741
Title: Alternative operating mode fractions to federal test procedure mode mix for mobile source emissions modeling
Author: Venigalla, Mohan; Miller, Terry; Chatterjee, Arun
Corporate Source: EG&G Dynatrend, Cambridge, MA, USA
Source: Transportation Research Record n 1472 1995. p 35-44
Publication Year: 1995
CODEN: TRREDM ISSN: 0361-1981
Language: English
Document Type: JA; (Journal Article) Treatment: T; (Theoretical)
Journal Announcement: 9512W2
Abstract: An emission inventory is a key component of an air **quality** control program. The emission **rates** of carbon monoxide and hydrocarbons are sensitive to the variations in the inputs related to cold transient, hot transient, and hot stabilized operating mode fractions. Therefore it is important to provide realistic values for these parameters while modeling emissions using air **quality** models such as the MOBILE model. The objective of the research presented is to derive aggregate operating mode fractions as alternatives to the federal test procedure (FTP) mode mix on the basis of a detailed analysis of personal travel **data** . The **data** source used for the analysis of personal travel information is the 1990 Nationwide Personal Travel Survey. **Issues** related to **data** **quality** , screening, and aggregation are discussed. After **determining** of the percentages of start mode as cold starts and hot starts, the percentages of **vehicle** miles of travel (VMT) operating in different modes are derived by trip purpose and for different time periods. The VMT weighted operating mode fractions derived from these start mode fractions indicated a significant difference from the FTP operating mode mix. It is observed that the FTP operating mode mix generally underestimates the portion of travel in cold transient mode. Also, it is observed that the percentage of VMT in cold transient mode decreases with the increase in the size of the urban area. (Author abstract) 9 Refs.
Descriptors: *Air **quality** ; **Computer** simulation; Motor transportation; Air pollution control; Carbon monoxide; Hydrocarbons; Urban planning; Environmental protection; Particulate emissions
Identifiers: Mobile source emissions; Operating mode fractions; Federal test procedure mode mix; Personal travel information; **Vehicle** miles of travel; Emission inventory
Classification Codes:
451.2 (Air Pollution Control); 723.5 (Computer Applications); 451.1 (Air Pollution Sources); 403.2 (Regional Planning & Development); 454.2 (Environmental Impact & Protection)
451 (Air Pollution); 723 (Computer Software); 432 (Highway Transportation); 403 (Urban & Regional Planning & Development); 454 (Environmental Engineering)
45 (POLLUTION & SANITARY ENGINEERING); 72 (COMPUTERS & DATA PROCESSING) ; 43 (TRANSPORTATION)

18/5/22 (Item 10 from file: 8)
DIALOG(R)File 8:Ei Compendex(R)

00470910 E.I. Monthly No: EI7508050083 E.I. Yearly No: EI75005797
Title: USE OF DYNAMIC MODELING AND ANALYSIS TO CURE RIDE QUALITY **PROBLEMS.**
Author: Sisson, Timothy R.
Corporate Source: Struct Dyn Res Corp
Source: SAE Preprints n 750078 for Meet Feb 24-28 1975, 12 p
Publication Year: 1975
CODEN: SEPPA8 ISSN: 0560-6160
Language: ENGLISH
Journal Announcement: 7508
Abstract: A very straightforward procedure for solving ride **quality problems** is discussed. This procedure utilizes advanced dynamic testing and system modeling techniques in a logical three-step sequence. The first step is to define the nature of the **problem** through measurement of **data** during operation of the **vehicle** . The second step involves the measurement of **vehicle** dynamic characteristics such as resonant frequencies and mode shapes through controlled lab tests. This information is compared with the operating **data** to **identify** structural features which contribute to the ride **problem** . The last step is to assemble a dynamic **computer** model of the **vehicle** which can be used to quickly **evaluate** proposed solutions to the **problem** .
Descriptors: ***AUTOMOBILES** --*Riding Qualities; MATHEMATICAL MODELS
Classification Codes:
662 (Automotive Design & Manufacture); 461 (Biotechnology); 723 (Computer Software); 921 (Applied Mathematics)
66 (AUTOMOTIVE ENGINEERING); 46 (BIOENGINEERING); 72 (COMPUTERS & DATA PROCESSING); 92 (ENGINEERING MATHEMATICS)

18/5/23 (Item 1 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)

00812046 DA
TITLE: ESTIMATION OF MOBILE EMISSIONS REDUCTION FROM USING ELECTRONIC **TOLLS**
AUTHOR(S): Saka, AA; Agboh, DK; Ndiritu, S; Glassco, RA
CORPORATE SOURCE: American Society of Civil Engineers, 1801 Alexander Bell Drive , Reston, VA, 20191-4400,
JOURNAL: Journal of Transportation Engineering Vol: 127 Issue Number: 4 Pag: pp 327-333
PUBLICATION DATE: 20010700 PUBLICATION YEAR: 2001
LANGUAGE: English SUBFILE: HRIS (H)
ISSN: 0733947X
AVAILABILITY: American Society of Civil Engineers; 1801 Alexander Bell Drive ; Reston; VA ; 20191-4400
ORDER NUMBER: N/A
FIGURES: 4 Fig. TABLES: 2 Tab.
REFERENCES: Refs.
ABSTRACT: The primary aim of this study was to estimate, from combined field **data** and microsimulation, the reduction of mobile emissions (HCs, CO, and NOs) attributable to the use of **electronic** toll collection (ETC) technology in the Baltimore Metropolitan Area. Specifically, this study investigated the potential impact of the use of ETC on average travel time and on mobile emission **rates** at the Fort McHenry Tunnel toll plaza, the largest toll plaza in Maryland. A secondary aim was to **identify** from field observations the operational **problems** inherent in the use of ETC. The primary measures of effectiveness used were: 1) increased throughput, and hence, reducted

wait time at the toll plaza; and 2) reduced mobile emissions. It was **determined** from the simulation and mobile emissions models that the current deployment of ETC improved the average travel speed by more than 125%, and has decreased the mobile emissions **rate** by up to 41% at the Fort McHenry Tunnel toll plaza. It was concluded that the use of ETC is an effective tool to mitigate mobile emissions at toll plazas.
DESCRIPTORS: Pollutants; Automated toll collection; Highway transportation; Air **quality** management; Toll facilities; Toll plazas; Traffic engineering; Traffic simulation; Air pollution; Polluting gases; Traffic speed; Travel time; Metropolitan areas; Baltimore (Maryland); Fort McHenry Tunnel Toll Plaza (Baltimore, Maryland)
SUBJECT HEADING: H17 ENERGY AND ENVIRONMENT; I93 **VEHICLE** NUISANCE; H54 OPERATIONS AND TRAFFIC CONTROL; I73 TRAFFIC CONTROL

18/5/24 (Item 2 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)

00795226 DA
TITLE: CARBON MONOXIDE ANALYSIS FOR HIGHWAY PROJECTS
AUTHOR(S): Larson, SM; Coleman, F, III; Peters, S; Gollapalli, PK
CORPORATE SOURCE: University of Illinois, Urbana-Champaign, Department of Civil and Environmental Engineering, Urbana, IL, 61801, Illinois Transportation Research Center, 200 University Park Drive , Edwardsville, IL, 62026-1806,
REPORT NUMBER: ITRC FR 97-2,;Final Report
Pag: 159p
PUBLICATION DATE: 19991000 PUBLICATION YEAR: 1999
LANGUAGE: English SUBFILE: HRIS (H)
ISSN: N/A
BIBLIOGRAPHIC/DATA APPENDICES: 7 App.
AVAILABILITY: National Technical Information Service; 5285 Port Royal Road ; Springfield; VA ; 22161
ORDER NUMBER: N/A
FUNDING TYPE: Contract
CONTRACT/GRANT NUMBER: IIA-H1, FY 97
FIGURES: Figs. TABLES: Tabs.
REFERENCES: Refs.
PERIOD COVERED: 9804-9910
ABSTRACT: Air **quality** analysis for highway projects are conducted to **determine** if projects have the potential to cause exceedances of the National Ambient Air **Quality** Standards (NAAQS). Prior to construction, detailed air **quality** modeling analysis is often used to estimate a project's impact on the ambient concentration of atmospheric pollutants. One pollutant of **concern** is carbon monoxide (CO). A detailed CO analysis is performed using **computer** models that require extensive input **data** . Performing this type of modeling is time consuming and increases project expenditures. Because the NAAQS for CO are expressed as maximum concentrations not to be exceeded more than once a year, a screening analysis may be an appropriate tool which can be used to **determine** if a detailed analysis is necessary. The screening analysis is used to **determine** if a project may cause a NAAQS violation. A screening model uses readily available **data** to make a conservative worst-case estimate of a project's impact. Projects that pass worst-case screening analysis would not require a detailed analysis. (The screening procedure must be approved by the appropriate regulatory agencies.) This report summarizes the methods used for establishing a **computer** CO screening model (Illinois CO Screen for Intersection Modeling, COSIM) that can be used to **determine** when a

detailed CO analysis is needed for highway projects in Illinois, for the Illinois Department of Transportation. This report also **evaluates** the United States Environmental Protection Agency's model, CAL3QHC, to **determine** CO levels at three intersections in Illinois.
DESCRIPTORS: Air **quality** ; Carbon monoxide; Analysis; Highway planning; **Computer** models; Illinois; National Ambient Air **Quality** Standards; COSIM (**Computer** Model); CAL3QHC (**Computer** Model)
SUBJECT HEADING: H17 ENERGY AND ENVIRONMENT; I93 **VEHICLE** NUISANCE

18/5/25 (Item 3 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)

00753977 DA
TITLE: OECD DIVINE ELEMENT 1: ACCELERATED DYNAMIC PAVEMENT TESTING
AUTHOR(S): Kenis, WJ; Wang, W
CORPORATE SOURCE: Federal Highway Administration, Turner Fairbank Hwy Res Cntr, 6300 Georgetown Pike, McLean, VA, 22101,
REPORT NUMBER: FHWA-RD-97-138,;3C4A, Final Report
Pag: 110p
PUBLICATION DATE: 19980900 PUBLICATION YEAR: 1998
LANGUAGE: English SUBFILE: HRIS (H)
ISSN: N/A
BIBLIOGRAPHIC/DATA APPENDICES: 3 App.
AVAILABILITY: National Technical Information Service; 5285 Port Royal Road ; Springfield; VA ; 22161
ORDER NUMBER: N/A
FIGURES: Figs. TABLES: Tabs.
REFERENCES: 18 Ref.
PERIOD COVERED: 9410-9709
ABSTRACT: The loads that **trucks** impose on pavements and bridges have an important effect on the life of the infrastructure and, therefore, on total national road costs. The Organisation for Economic Co-operation and Development (OECD) Road Transport Research Programme has found that dynamic pavement loading is increasing in OECD countries, resulting in an increased **rate** of road wear. Although the importance of the relationship between the magnitude of dynamic loading and road wear is being **recognized** , many questions remain regarding the nature and influence of dynamic loading, and the interaction between the **vehicle** and pavements and bridges. In an attempt to address some of these **issues** , the OECD Road Transport Research Programme launched a major 2-year study into the relationship between heavy **vehicle** dynamic loading and pavement and bridge wear, known as the Dynamic Interaction of the **Vehicle** and INfrastructure Experiment (DIVINE) project. The project consisted of the following six interrelated research projects: Element 1: Accelerated Pavement Dynamic Testing; Element 2: Pavement Primary Response Testing; Element 3: Road Simulator Testing; Element 4: **Computer** Simulation of Heavy **Vehicles** ; Element 5: Spatial Repeatability of Dynamic Loads; and Element 6: Bridge Dynamic Loads. Element 1 of the DIVINE project is an accelerated pavement testing project undertaken at the Canterbury (New Zealand) Accelerated Pavement Testing Indoor Facility (CAPTIF) to **determine** the effect of the **quality** of two different suspensions -- airbag with shock absorber and multi-leaf steel spring suspensions, based on measurements of primary pavement response and the **rates** of damage progession in a flexible pavement subjected to accelerated loadings. This report describes Element 1 of the program, which consists of the design of the experiment, testing method, method of **data** collection, results of the **data** analysis, and major findings and recommendations.

DESCRIPTORS: ACCELERATED TESTING; DYNAMIC TESTS; PAVEMENT TESTS; DYNAMIC LOADING; PAVEMENT WEAR; HEAVY **VEHICLES** ; **VEHICLE** SUSPENSION SYSTEMS; FLEXIBLE PAVEMENTS; **TRUCK** PAVEMENT DAMAGE; TEST METHODS; **DATA** COLLECTION; **DATA** ANALYSIS; TEST RESULTS; RECOMMENDATIONS
SUBJECT HEADING: H24 PAVEMENT DESIGN AND PERFORMANCE; I22 PAVEMENT DESIGN; I23 PROPERTIES OF ROAD SURFACES

18/5/26 (Item 4 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)

00639969 DA
TITLE: UTILIZING A GEOGRAPHICAL INFORMATION SYSTEM FOR A ROADWAY IMPROVEMENT PLANNING STUDY ON THE SOUTHERN STATE PARKWAY CORRIDOR, LONG ISLAND, NEW YORK
AUTHOR(S): Holdstock, DA; Nichols, F, Jr
Editor(s): Faris, JM
CORPORATE SOURCE: Faris (Jerry M), 1704 Thomasville Road, Suite 186, Tallahassee, FL , 32303-,
Pag: pp999-1006
SUPPLEMENTAL NOTES: This paper appears in Volume II of the 4th National Conference on Transportation Planning Methods Applications, Session 6b: Roadway Planning.
PUBLICATION DATE: 19930900 PUBLICATION YEAR: 1993
LANGUAGE: English SUBFILE: HRIS (H 9302)
AVAILABILITY: Faris (Jerry M); 1704 Thomasville Road, Suite 186 ; Tallahassee; FL ; 32303-
ORDER NUMBER: N/A
ABSTRACT: The Southern State Parkway is a controlled-access east-west highway carrying non-commercial traffic through Queens, Nassau and Suffolk counties. Construction occurred in two phases during the 1920s and 1950s. The parkway today has many safety and operational deficiencies, and high traffic volumes diminish the levels of service during much of the workday, a condition that is expected to worsen if improvements are not made. Parsons Brinckerhoff was retained to **identify** existing and future highway **problems** and develop and **evaluate** a range of solutions. Geographic information system (GIS) technology was used to assist in the technical investigations as this approach offered a suitable mechanism for the storage, retrieval, analysis and display of the parkway's geographically-referenced features and its associated attributes. The objectives of the GIS effort were to: (1) Illustrate and maintain a **database** of the existing travel patterns of motorists using the Southern State Parkway - an origin-destination survey of motorists entering the parkway was conducted and survey **data** were stored in the relational **data** base; (2) Geographically reference records (1989 to 1991) of accidents occurring on the parkway by tenths of a mile, and **identify** and depict major areas of **concern** ; (3) Incorporate the New York Metropolitan Transportation Council's (NYMTC's) square-mile-grid **data** of base year and projected **vehicle** trip-end **data** ; (4) Create a link between TRANPLAN and ARC/INFO to update Average Annual Daily Traffic (AADT) volumes for alternatives under **evaluation** , and, in turn, automate the production of report- **quality** graphics; and (5) Import digital Intergraph files of the project area to use in conjunction with raster images of 7.5 quad sheets as a backdrop for visual identification of environmental constraints. The application of GIS technology proved to be useful on several fronts. Thematic mapping illustrated the general travel patterns of motorists using the Southern State Parkway. Dynamic segmentation provided the only mechanism for automatically locating and

depicting accident records along the digital highway coverage. NYMTC square-mile-grid **data** were incorporated into ARC/INFO and trip end **data** displayed. Intergraph street base mapping was converted into ARC/INFO and used for report graphics. A link was created between TRANPLAN and ARC/INFO which facilitated an automated graphics production of the different AADT scenarios. 7.5 Quad sheet images were rectified and used as an environmental backdrop. The application of GIS technology and associated spatial techniques greatly assisted in the development and **evaluation** of roadway improvement alternatives.
CONFERENCE TITLE: 4th National Conference on Transportation Planning Methods Applications, Volumes I and II. A Compendium of Papers
CONFERENCE LOCATION: Daytona Beach, Florida
CONFERENCE BEGIN DATE: 19930503
CONFERENCE END DATE: 19930507
CONFERENCE SPONSOR: Transportation Research Board Committee on Transportation Planning Applications - A1C07; Federal Highway Administration; Federal Transit Administration; McTrans Center, University of Florida; and hosted by the Florida Department of Transportation.
DESCRIPTORS: CONFERENCES; GEOGRAPHIC INFORMATION SYSTEMS; HIGHWAY IMPROVEMENTS; PLANNING; LONG ISLAND (NEW YORK); PARKWAYS; TRAVEL PATTERNS; ORIGIN AND DESTINATION SURVEYS; ACCIDENT LOCATIONS; HIGH ACCIDENT LOCATIONS; TRIP END **DATA** ; ALTERNATIVES ANALYSIS; AVERAGE ANNUAL DAILY TRAFFIC; GRAPHICS; DIGITAL PHOTO MAP
SUBJECT HEADING: H12 PLANNING; H21 FACILITIES DESIGN; I72 TRAFFIC AND TRANSPORT PLANNING; I20 DESIGN OF ROADS AND RELATED STRUCTURES

18/5/27 (Item 5 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)

00476958 DA
TITLE: BEAR IN THE AIR
AUTHOR(S): Corwin, S
CORPORATE SOURCE: National School Transportation Association, P.O. Box 2639 , Springfield, VA, 22152,
JOURNAL: National School Bus Report Vol: 21 Issue Number: 3 Pag: pp 16-19
PUBLICATION DATE: 19880900 PUBLICATION YEAR: 1988
LANGUAGE: English SUBFILE: HRIS (H 8804)
ISSN: 08890749
AVAILABILITY: National School Transportation Association; P.O. Box 2639 ; Springfield; VA ; 22152
ABSTRACT: Due to the increase in the number of school bus related fatalities in New York in recent years, the author presents some methods which he feels serve as good surveillance and **evaluation** techniques. He focuses on the school bus driver as this person is responsible for making decisions which may **determine** whether the bus arrives and returns its passengers safely or not. He notes that drivers need to know that management really cares about their safety practices and are going to make every effort to see to it that drivers conduct themselves accordingly. Some of the methods cited include one-on-one consultations as well as riding on the bus with the driver for a close-up look as to his performance in the field, **evaluation** forms whereby an **evaluator** will ask the driver about any **problems** he may be experiencing on the job, driver attitude, **evaluators** acting as substitute drivers, tachographs which record driver speed, a small notebook in which the **evaluator** records things seen in the field which may be forgotten by the time he returns to the office, VCR

cameras mounted in the surveillance **car** , radar guns, **computer** simulations, and an airplane which allows one to survey a larger **view** of the service area.
DESCRIPTORS: SCHOOL BUS DRIVERS; PERFORMANCE **EVALUATION** ; **QUALITY** CONTROL; SURVEILLANCE; RADAR EQUIPMENT; VIDEOTAPE; FIELD OBSERVATION; DRIVER BEHAVIOR; **COMPUTER** SIMULATION; AIRCRAFT
SUBJECT HEADING: H51,SAFETY; I83,ACCIDENTS AND THE HUMAN FACTOR

18/5/28 (Item 6 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)

00390649 DA
TITLE: ALLOCATION OF TIME FOR TRANSIT BUS MAINTENANCE FUNCTIONS
AUTHOR(S): Inaba, K
CORPORATE SOURCE: Transportation Research Board, 2101 Constitution Avenue, NW , Washington, DC, 20418,
JOURNAL: NCTRP Synthesis of Transit Practice Issue Number: 4 Pag: 25p
PUBLICATION DATE: 19840800 PUBLICATION YEAR: 1984
LANGUAGE: English SUBFILE: UMTRIS; HRIS (U 8501; H 8502)
AVAILABILITY: Transportation Research Board Business Office; 2101 Constitution Avenue, NW ; Washington; DC ; 20418
FIGURES: 17 Fig. TABLES: 1 Tab.
REFERENCES: 16 Ref.
ABSTRACT: This synthesis reviews use of standard maintenance job times (work standards) for transit bus maintenance. Work standards, a set of objectively based criteria for measuring the adequacy of work performed, are used by 20 of 50 U.S. and Canadian agencies surveyed. Most standards programs cover the full array of bus hardware systems. Types of work typically standardized are inspection, preventive maintenance, corrective maintenance and unit repair. The least attention has been given to troubleshooting. **Computer** technology is starting to be used to support work standards programs, although capturing performance **data** at its source has received little attention. Time-oriented work standards are based on the assumption that each job is done properly, an assumption to be verified by **quality** control. Standards are most often based on in-house historical **data** , augmented by some **data** from external sources. Time-and-motion study is seldom used to set standards in the transit industry. Work standards are used to **identify problem** areas, establish work schedules and for monitoring of personnel performance. The work standards program of the Chicago Transit Authority and of Metro Transit of Seattle have the most extensive documentation. A 9-step process for establishing bus-maintenance work standards includes: Definition of all jobs to be covered, standards to be used, establishment of **data** handling system, **data** collection and reports, **evaluation** of job performance, improvement of job performance, establishment of time standards, establishment of accuracy standards and updating of work standards. Work standards must be kept current if they are to retain credibility.
DESCRIPTORS: BUS MAINTENANCE; WORK STANDARDS; PERFORMANCE **EVALUATION** ; PREVENTIVE MAINTENANCE; INSPECTION; PERSONNEL MANAGEMENT; **COMPUTER** COMPONENTS; **QUALITY** CONTROL; **DATA** COLLECTION; MAINTENANCE STANDARDS ; STANDARDIZATION
SUBJECT HEADING: H11,ADMINISTRATION; H53, **VEHICLE** CHARACTERISTICS; H41, CONSTRUCTION AND MAINTENANCE EQUIPMENT; I10AHDW,ECONOMICS AND ADMINISTRATION; U22AHDC,TRANSIT MAINTENANCE MANAGEMENT

18/5/29 (Item 7 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)

00342981 DA
TITLE: REDUCTION OF FUEL CONSUMPTION IN PASSENGER CARS
AUTHOR(S): Johnston, RRM; Rogers, KJ
CORPORATE SOURCE: Australian Department of National Devel and Energy, Hobart Place , Canberra, A.C.T., Australia
Pag: 18p
SUPPLEMENTAL NOTES: Motor Vehicle Fuel Conservation Workshop, Melbourne, February 1981.
PUBLICATION DATE: 19810200 PUBLICATION YEAR: 1981
LANGUAGE: English SUBFILE: HRIS; IRRD (H 8202; I)
SOURCE ACCESSION NUMBER: IRRD 250841
IRRD DOCUMENT NUMBER: IRRD 250841
FIGURES: 7 Fig.
REFERENCES: 8 Ref.
DATA SOURCE: Transport and Road Research Laboratory Australian Road Research Board
ABSTRACT: The project is concerned with measuring and reducing the quantity of fuel used by the Australian passenger **car** and with the present and future octane **quality** of fuels needed during the 1980's by the Australian **vehicle** fleet. In particular, it addresses the **problem** from a standpoint of existing **vehicle** types and within the constraints of existing production technology and production facilities for both **vehicles** and fuels. The main stages are: (I) to **evaluate** the existing standard method of measurement of fuel consumption of **vehicles** and relate it directly to on-road conditions. (II) to establish a more repeatable method than is currently possible of measuring the effect on fuel consumption of alternative **vehicle** components and accessories currently available to the Australian market. (III) to assess the validity of the technique currently used to **determine** the octane requirement of **vehicles** . A torque transducer critical to stages (I) and (II) (above) was not commercially available and required a unique design. Construction is almost complete and some aspects of testing are already underway. Commissioning of the basic engine test facility is almost complete. The first test **car** , a gmh commodore has been run in for 6000 km and its fuel consumption and exhaust emissions measured by standard tests. Instrumentation of this **vehicle** has commenced. The **computer** system to be employed for closed loop control and **data** acquisition has been delivered and is in use. (TRRL)
DESCRIPTORS: FUEL CONSUMPTION; **AUTOMOBILE** ; REDUCTION; OCTANE **RATING** ; FUTURE RESEARCH; TORQUE; TRANSDUCER; EXHAUST EMISSION; INSTRUMENTATION; MEASURING; **VEHICLE** COMPONENTS; CONFERENCE; FUEL CONSUMPTION; DECREASE ; **CAR** ; MEASUREMENT; METHOD; RESEARCH PROJECT; **VEHICLE** ; DESIGN (OVERALL DESIGN); COMPONENTS OF THE **CAR** ; TRANSDUCER; TORSION
SUBJECT HEADING: H53, **VEHICLE** CHARACTERISTICS; 3T96, **VEHICLE** OPERATING COSTS; 3T91, **VEHICLE** DESIGN AND SAFETY

18/5/30 (Item 8 from file: 63)
DIALOG(R)File 63:Transport Res(TRIS)

00227702 DA
TITLE: OPERATIONAL ROUTE ANALYSIS
AUTHOR(S): Rudy, BM
CORPORATE SOURCE: Transportation Research Board, 2101 Constitution Avenue,

NW , Washington, DC, 20418-,
JOURNAL: Highway Research Board Bulletin
SUPPLEMENTAL NOTES: No 341, pp 1-17, 18 FIG, 2 TAB, 1 REF
PUBLICATION DATE: 19620000 PUBLICATION YEAR: 1962
LANGUAGE: English SUBFILE: HRIS (H)
ABSTRACT: THE MULTITUDE OF **DATA** COMPRISING THE ACCIDENT HISTORIES OF EXISTING HIGHWAY FACILITIES IN CONNECTICUT REQUIRE THE EXPENDITURE OF CONSIDERABLE MAN-HOURS IN EXECUTING ANALYSES AND CONDUCTING FIELD INVESTIGATIONS OF LOCATIONS WITH ACCIDENT CONCENTRATIONS. THE MILEAGE OF HIGHWAY NETWORK CONTINUES TO GROW AND THE MILES OF **VEHICLE** TRAVEL INCREASE AT AN EVEN GREATER **RATE** . AS A RESULT, THE TASK OF PROVIDING EFFICIENT ACCIDENT ANALYSES IS BECOMING OF SUCH MAGNITUDE AS TO THREATEN THE **QUALITY** OF THE ANALYSES AND/OR DELAY IDENTIFICATION OF ACCIDENT-PRONE LOCATIONS AND, THEREFORE, PROMPT APPLICATION OF REMEDIAL MEASURES. THE CHARACTERISTICS OF THE **PROBLEM** STIMULATED A REVIEW OF VARIOUS PROCESSING AND INVESTIGATING TECHNIQUES WITH REGARD TO EFFECTIVENESS, PERSONNEL, AND EQUIPMENT INVOLVED, AND TO EASE OF APPLICATION. THE METHOD SELECTED INVOLVES A STATISTICAL **EVALUATION** OF ACCIDENTS BY CONTRASTING THE PERTINENT ACCIDENT **RATES** AGAINST THE ROADWAY MEAN AND INVIDUAL CONTROL LIMITS TO **DETERMINE** THE RANGE OF FREQUENCY THAT COULD BE EXPECTED TO RESULT FROM CHANCE OCCURRENCE. THIS APPLICATION, WHILE MONITORING THE OCCURRENCE LEVELS AND DISTINGUISHING BETWEEN THE CHANCE EVENTS AND INCIDENTS REQUIRING ATTENTION, ENABLES THE CONCENTRATION OF PERSONNEL IN THE MORE CRITICAL AREAS AND THEREBY ELIMINATES THE NECESSITY FOR ANALYZING ALL ACCIDENT **DATA** TO OBTAIN THESE SENSITIVE LOCATIONS. RESULTS OF THE TEST APPLICATION INDICATED, WITHOUT A DOUBT, THAT THE METHOD EMPLOYED WAS EFFECTIVE IN POINTING OUT AREAS REQUIRING SPECIAL ATTENTION, AND COULD BE IMPLIMENTED WITH A MINIMUM NUMBER OF ENGINEERING PERSONNEL. INDICATIONS ARE THAT THE BULK OF MATHEMATICAL COMPUTATIONS CAN BE ACCOMPLISHED BY USE OF AN **ELECTRONIC COMPUTER** WITH A RELATIVELY SIMPLE PROGRAM. /AUTHOR/
DESCRIPTORS: ROUTES; FIELD INVESTIGATIONS; ACCIDENT INVESTIGATION; NETWORK; TRAVEL; **EVALUATION** ; STATISTICS; ACCIDENT **RATE** ; ENGINEERING PERSONNEL; MATHEMATICAL ANALYSIS
SUBJECT HEADING: H55,TRAFFIC FLOW, CAPACITY AND MEASUREMENTS

18/5/31 (Item 1 from file: 81)
DIALOG(R)File 81:MIRA - Motor Industry Research

151535
Federal-Mogul launches Web application for global supply base
Federal Mogul Corporation - Press Release
August 7, 2000

Document Type: PRESS RELEASE Language: ENGLISH
Record Type: ABSTRACT
Supplier Record Type: Press Release

Federal-Mogul Corporation has launched a **Web - based** application allowing selected high-volume Federal-Mogul suppliers to interact directly with the global **automotive** supplier. The new Federal-Mogul Supplier Network is a secured, custom-designed **web - based** application, accessible to about 150 key Federal-Mogul suppliers through the company's home page, http://www.federal-mogul.com. Federal-Mogul suppliers using the password-protected system can check their delivery and **quality** performance, review key purchasing policies and procedures, track the company's minority supplier purchases, give and receive feedback online, and access a variety of other information.

According to Tony Tomczak, director, purchasing, Federal-Mogul, this new service, part of the company's global e-business strategy, will improve efficiency by allowing their key suppliers to pull their own performance **data** , quickly and confidentially, whenever they want it. Over the coming months, they will work with their suppliers to develop new applications and functions for **Web - based** communication, Tomczak added. Their overall goal is to improve communication throughout their supply chain, reduce lead times, and ultimately improve product **quality** and service for their end customers.

Among the key information available to Federal-Mogul suppliers using the site is a Tangible Value Added (TVA) Score Card, which tracks and reports their **quality** and delivery performance, as well as their cost-saving suggestions. Federal-Mogul uses the TVA Score Card to **rate** suppliers, **recognize** exceptional performers, **identify** and communicate performance **issues** , and provide objective **data** for use in supplier management and sourcing decisions.

In May 2000, Federal-Mogul became one of the first global suppliers to join Covisint, the business-to-business **automotive** Internet exchange. Last month, Federal-Mogul launched an Internet application allowing European aftermarket distributors and wholesalers to order the company's brand-name products and check order status online.
Headquartered in Southfield, Michigan, Federal-Mogul is an **automotive** parts manufacturer providing innovative solutions and systems to global customers in the **automotive** , small engine, heavy-duty and industrial markets. The company was founded in 1899.

Descriptors : **AUTOMOTIVE** NETWORK EXCHANGE; COMPONENTS INDUSTRY; **COMPUTER** SOFTWARE; **COMPUTER** SYSTEMS; **ELECTRONIC** COMMERCE; FEDERAL-MOGUL; INTERNET; SUPPLIERS
Section Name : General News
Subject Heading: FEDERAL-MOGUL

18/5/32 (Item 2 from file: 81)
DIALOG(R)File 81:MIRA - Motor Industry Research

93553
Automated Electrical FMEA
WARD DD
Corporate Source: MIRA
Automobile Abstracts , May 1996
May 1, 1996
Page : 1
Collation : 3p

Document Type: JOURNAL Language: ENGLISH
Record Type: ABSTRACT
Supplier Record Type: AA

Introduction

Failure mode and effects analysis (FMEA) is widely used within the **automotive** industry and other industrial sectors as a means of performing reliability analyses on complex electrical circuits. MIRA now offers a service to perform electrical FMEA using an advanced software tool, FLAME, which automates many of the tasks associated with the analysis. FLAME

permits electrical FMEA to be performed in a repeatable, consistent and objective manner.

Electrical FMEA

FMEA is an important method of qualitative reliability analysis used in the **automotive** industry and a number of other industrial sectors. It is intended to **identify** failures which have consequences affecting the functioning of a system within the limits of a given application. This identification of failures enables priorities for **corrective action** to be defined.

FMEA is often performed as part of a total **quality** management philosophy. It is an iterative method of performing a system reliability or safety analysis. Ideally, an FMEA will start during the concept phase of a project and be continually updated as development progresses. However, it is only one of a number of activities which may need to be considered as part of the overall **quality** programme. Both the design of a product and its manufacturing process may be analysed using FMEA. An important area of application of FMEA is in electrical design.

As the **electronics** content of **vehicles** increases, electrical FMEA is an increasingly important technique in analysing the behaviour and interactions of systems. The complexity of the total **vehicle** electrical architecture means that a hierarchical approach to FMEA is often required. The levels at which electrical FMEA may be performed in the **automotive** industry include:

7 system application: an **evaluation** of how a system behaves in service from the time the **vehicle** leaves the factory to the end of the **vehicle** 's life

7 system interactions: **electronic** systems may be interconnected to provide greater functionality (such as linking engine management and anti-lock braking to provide traction control) and FMEA is useful for identifying effects which may arise from this

7 system: an FMEA is performed on a complete system, including wiring, sensors and actuators

7 component: individual components or parts of a system may be analysed

7 ECM: the internal circuitry of an **electronic** control module (ECM) may be analysed.
There are many difficulties which are encountered in performing an electrical FMEA. These include:

7 complexity: even a relatively simple circuit can have a large number of failure mode and effect pairs that need to be considered

7 repetitiveness: many of the tasks are repetitive and a complete analysis may become tedious for the engineers to complete

7 lack of consistency: different interpretations and rankings may be assigned to failure mode and effect combinations by different engineers or even by the same engineer according to mood and other influencing factors

To improve the efficiency and usefulness of electrical FMEA, it is clear that some kind of automated tool is beneficial that addresses these difficulties. MIRA now offers a service to perform electrical FMEA analysis

using the advanced software tool, FLAME.

The FLAME tool

FLAME is an automated electrical FMEA assistant. Using state-of-the-art artificial intelligence programming techniques, an "intelligent" system has been produced which performs many of the routine and tedious tasks associated with FMEA. The skill and judgement of the engineer is not removed; the tool assists the engineer to apply their abilities in a more efficient manner.

FLAME carries out FMEA using the concept of the risk priority number (RPN). Each failure mode and effect pair is assigned three rankings between 1 and 10, which are multiplied together to give the RPN. These indices are:

7 severity (of the failure)

7 detection (how likely it is that the failure will be noticed)

7 occurrence (the probability of it occurring)

The following stages are involved in performing an electrical FMEA using FLAME:

7 system decomposition

7 schematic capture
7 simulation

7 reporting and review of FMEA

The tool is aimed at system level FMEA.

System decomposition

Analysis using FLAME starts by identifying a system and the top-level functions it performs. For example, in an exterior lighting circuit the functions may be "lights off", "sidelights on", "dipped beam on" and "main beam on".

At this stage values are assigned for severity and detection rankings associated with both a failure to perform a function on demand and unexpected activation of a function. These values will be used by the tool in the generation of RPNs.

Schematic capture

Electrical circuits may be imported from an appropriate CAD tool, or entered directly into FLAME. A component builder allows the user to define components. These components may be used to form a library that can be reused across various systems and models. The failure modes for each part are defined using the component builder and occurrence rankings specified.

Once the circuit is complete, FLAME allows a simulation to be run to verify that the model of the circuit is operating correctly. The final step in building the model is to create links between components in the circuit and the functions describing the system behaviour. For example, in an external lighting circuit, the "lights off" function is achieved if all the bulbs in the circuit are inactive, while the "dipped beam on" function is achieved if both dip beam bulbs are active.

The circuit simulator performs a qualitative analysis only. It does not perform a full quantitative simulation, but this was not considered to be necessary for FMEA analysis. The simulator can identify whether components are active or inactive (whether current is flowing through then or not) and the direction of current flow.

Simulation

The FMEA analysis is performed by first carrying out a simulation of the circuit to determine its "expected" behaviour as various events occur (for example, activation and deactivation of switches). The FLAME system then applies each failure mode to the system in turn and determines the effect by comparison with the expected behaviour. Finally RPNs are generated.

Reporting and review

The FLAME system presents the results of the FMEA to the engineer, who can review and modify the report if necessary.

If the design of a system is modified, the system can perform an incremental comparison once the FMEA has been rerun. The engineer can then **view** only those failure mode and effect pairs that have changed. This feature is very useful for **evaluating** the effects of changes on a system.

Other features

The FLAME system provides features for performing elementary fault tree analysis (FTA) and sneak circuit analysis (SCA).

Conclusions

The FLAME automated electrical FMEA tool is a significant development, providing assistance to the engineer to complete FMEAs in a timely, efficient and consistent manner.

Acknowledgements

The FLAME automated electrical FMEA tool was developed by researchers at the University of Wales, Aberystwyth with support from the UK Engineering and Physical Sciences Research Council, Ford Motor Company Ltd, Jaguar **Cars** Ltd, MIRA and Integral Solutions Ltd. FLAME was developed using the Poplog rapid development system.

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FLAME itself is available from Integral Solutions Ltd; contact Clark Morton, (01256) 55899.

18/5/33 (Item 3 from file: 81)
DIALOG(R)File 81:MIRA - Motor Industry Research

88732
Using Electric Check Out Systems from Siemens: A Step into Quality

Assurance
PIES W
ATZ, Jun 94
June 1, 1994
Page : 386
Collation : (3 p, 2 fig)

Document Type: JOURNAL Language: GERMAN
Record Type: ABSTRACT
Supplier Record Type: AA

To satisfy the ever increasing requirements of today's market place, and to meet the stricter environmental legislation laid down by central governments, the **automotive** industry starts to build up a 'new generation' of **cars** . One example is the new C-Class from Mercedes-Benz first presented in June 1993.

To assure the high **quality** of the C-Class, Mercedes-Benz uses the Electric-Check-Out-System (ECOS) from Siemens. Each specific **car** is tested against a set of approx 120 checksteps, chosen from more than 1000 different steps for the C-Class.

The checkstations comprise two mobile units (measuring device and hand-held terminal are radio controlled at a frequency of 2.45 GHz) and a personal **computer** .

The **data** manager handles all test parameters and **evaluates** statistics to **identify** **problems** in the production area. Within the regulating circuit of a current production process ECOS is a very important part, specially because of the large number of electric or **electronic** items built into a modern **car** . (Auth)
Section Name : Components
Subject Heading: ELECTRICAL SYSTEMS

9/TI,AU/40 (Item 11 from file: 148)

Outpatient intravenous antibiotics: a cost-effective approach to managing infectious disease.
Wright, Richard A.